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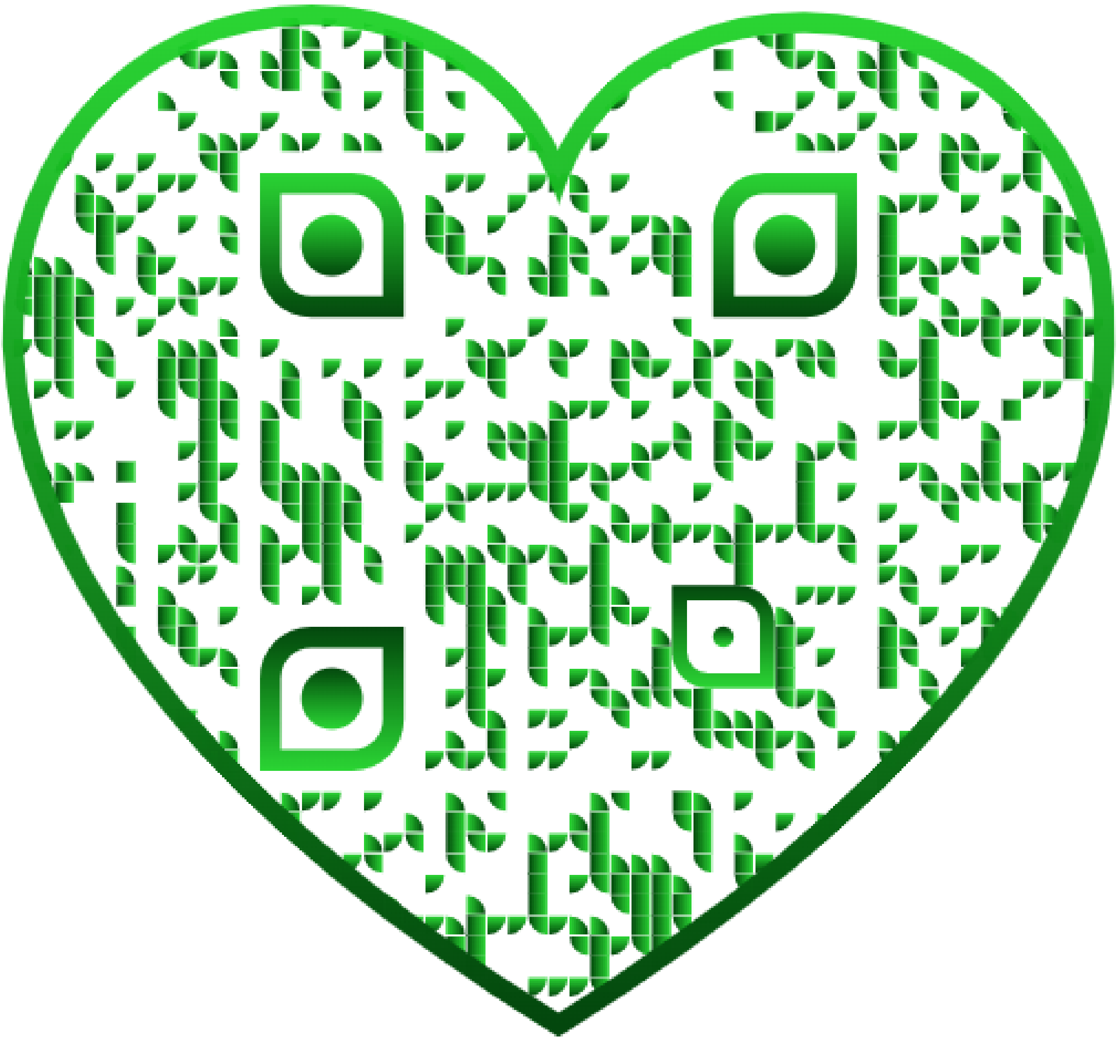

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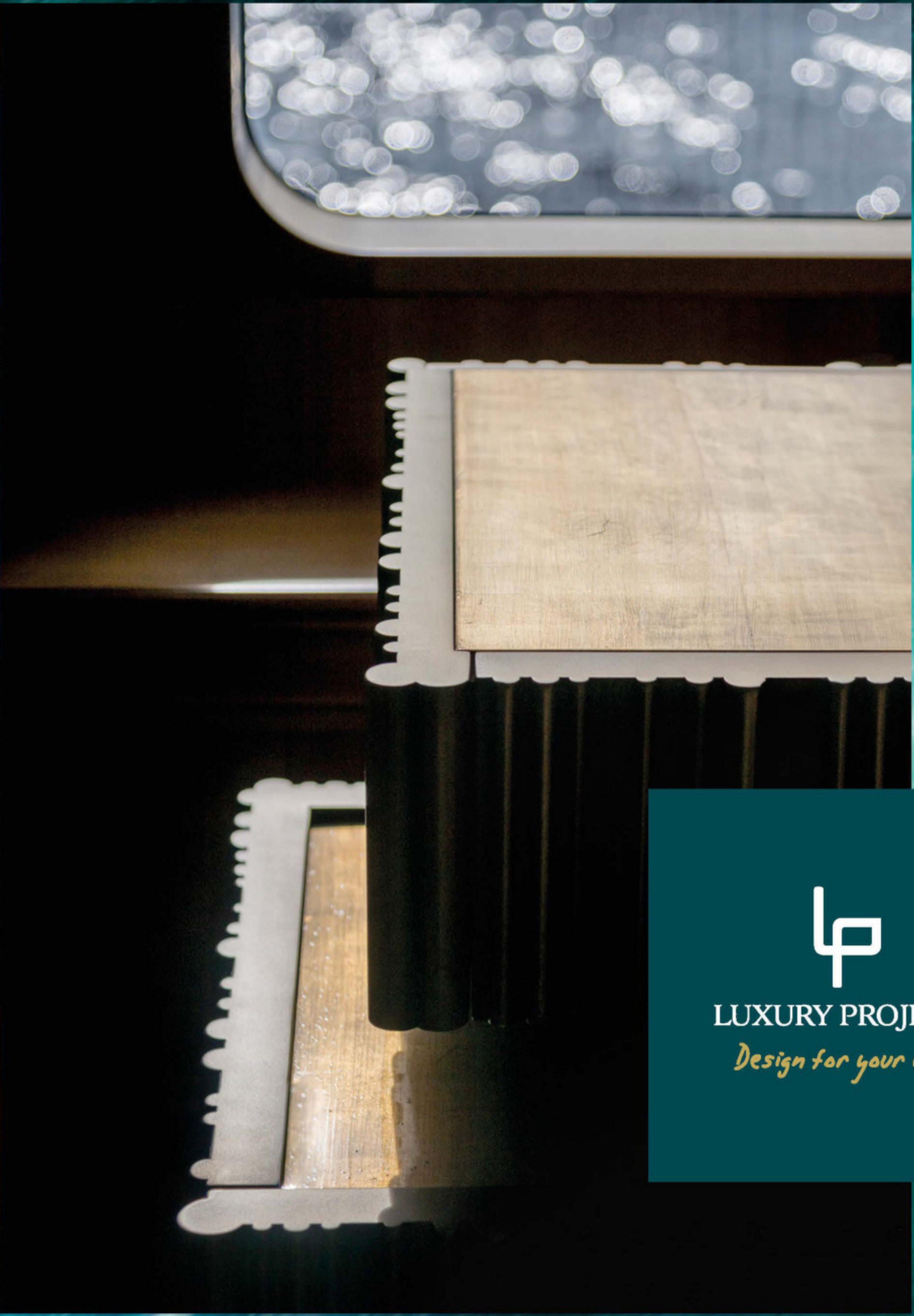

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VOL. 44 / ISSUE 7

CONTENTS

NYC
NEW YORK
HOT TICKETS

32
July's don't-miss openings, exhibitions and sporting events around the world

THE 2025 WINNERS
20

52
Recognizing the greatest superyachts at the 2025 World Superyacht Awards

The HIGH LINE

66
On board 257-foot *Platinum*: a stunning design for Admiral's current flagship

IS THE WAITING GAME OVER?
J

84
A new generation of owners is eschewing the old rules of service

MULTI TASKER

90
La La Land: Sanlorenzo's first 44X-Space blends adventure and fun

THE MYSTERY, MAGIC AND MUDDLE OF 500 GROSS TONS

104
The holy grail of creating 50-meter-plus yachts with a gross tonnage below 500

110
Otam 90 GTS *Sexy Me*: what happens when a dayboat builder thinks big

SALT IN THE VINES
T

124
Far from the madding crowd in Nova Scotia, on Canada's quiet east coast

ON THE COVER

52 All the winners of the World Superyacht Awards 2025
66 Go *Platinum*: smart design shines through on Admiral's new flagship
84 Elevated yacht service: no tux required
124 From sea to table: a culinary adventure in Nova Scotia

ON BOARD

22 News: new launches and models, industry insights and more
28 Edit: surfing gear

BOAT LIFE

32 Culture: events for your calendar
34 The Balvenie: when fine whisky and art come together, magic happens
36 Property: Venice's growing appeal
38 Lamborghini's exhilarating Revuelto
40 Edit: the beach picnic

OWNERS' CLUB

44 On board 134-foot Benetti *Maverick* with Steve Owen
48 Members' Logbook
50 My Life in Boats: Charles Modica

FEATURES

90 Explorer in the front; party in the back – *La La Land* does it all
104 Is it time to bid farewell to the quest for a sub-500GT superyacht?
110 The new Otam 90 GTS is sexy and it knows it

VOYAGE

121 Best by Boat: Fairmont La Hacienda in Costa del Sol, Spain
122 Itinerary: a week in Fiji
130 Notes for the Côte d'Azur
131 Finer Details: a taste of Portuguese history
132 Edit: Dalmatian desirables

THE BITTER END

144 An owner writes...

On the cover: Admiral's 257-foot Platinum*, photographed by Stuart Pearce/YachtShot*

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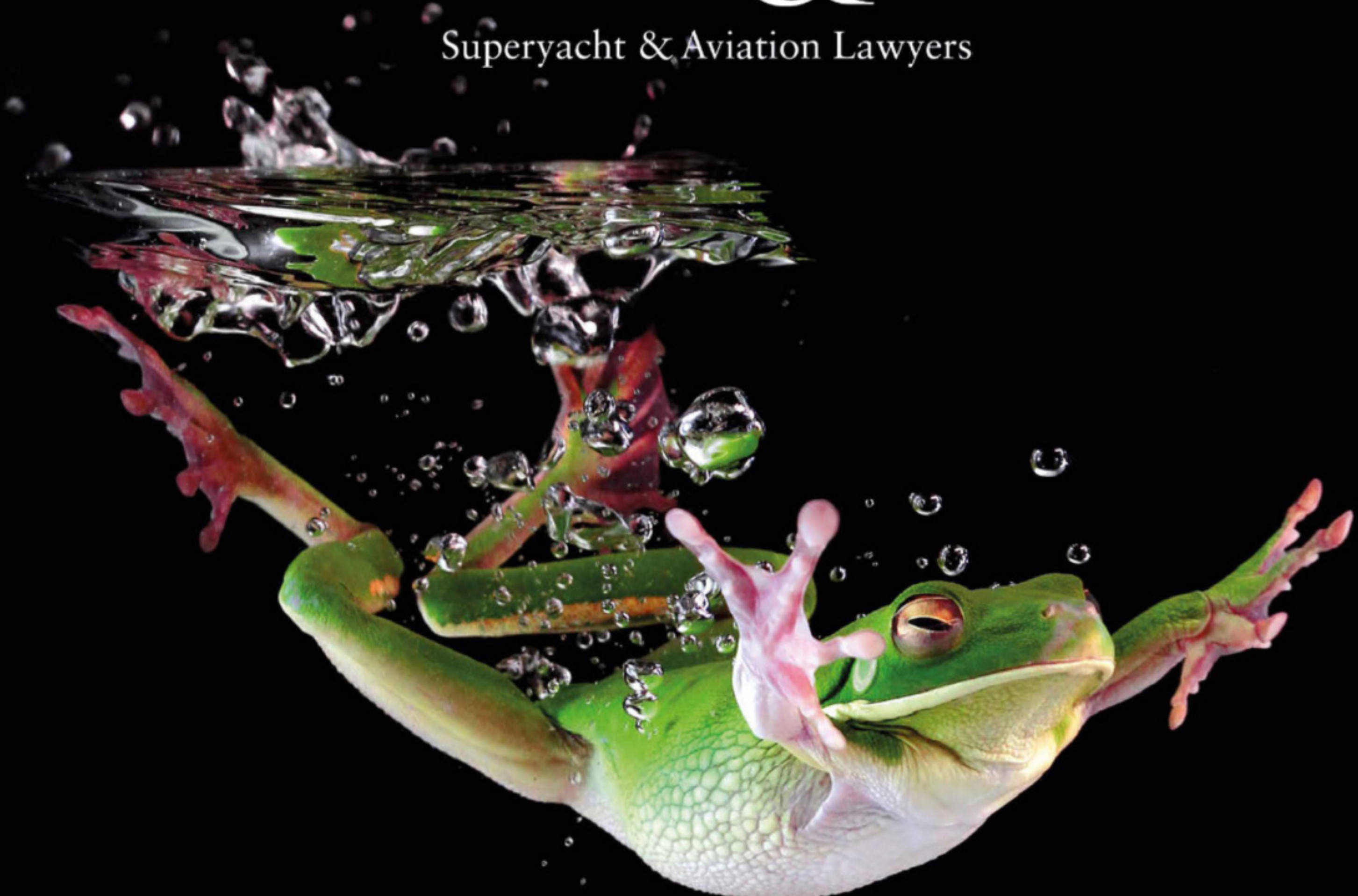

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A question for you: would you travel to Los Angeles for the 2028 Olympics?

The LA boating community is eagerly anticipating the renewed spotlight this event could shine on local marinas, harbors and services. LA 2028 will encompass waterfront venues, including Long Beach, Venice Beach and Trestles Beach in San Clemente (one of the world's surfing Meccas). US Sailing established a base in Long Beach late last year, before the committee recently confirmed the waters off Belmont Shore, a location that already hosted the 1984 Olympics, will again be home to sailing.

Opening ceremonies will kick off the games in two sites: the historic Los Angeles Memorial Coliseum and the cutting-edge SoFi Stadium in Inglewood. The latter is less than eight miles from one of the largest yacht-friendly harbors in the region at Marina del Rey (also a convenient ride from LAX airport).

The Olympics take place after the city hosts the 2026 FIFA World Cup and the Super Bowl LXI, two headline events likely to whet the appetites of sports lovers and already attract more than a few big superyachts.

"I have a feeling boats will come, especially if this is done right," Captain Sean McCarthy, founder and CEO of the Marina del Rey-based multi-service Catalina crew says. "It's going to be one of the most water-friendly Olympics in history."

So what say you? What will it take? We welcome your thoughts – write to us at *mylifeinboats@boatinternationalmedia.com* with the subject line LA28. We look forward to hearing your views.

PHOTOGRAPHY: RICARDO MEJIA

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Stuart Pearce

Stuart of YachtShot has photographed more than 200 of the world's most luxurious yachts around the globe. For this issue, he shot our cover boat, Admiral's 257-foot flagship *Platinum* (*page 66*).

How did the *Platinum* shoot go?
There weren't too many challenges on this shoot as the fabulous crew helped us with every detail, plus the Cinque Terre location and the weather were ideal.

What has been your most memorable superyacht shoot?
There are a couple, and both because of the location. *Infinite Jest* and *Jester* in Antarctica was truly awesome, and more recently the sailing yacht *Aragon*, captained by my son Tom, in the most southerly area of Chilean Patagonia surrounded by glaciers and outstanding natural beauty.

How many countries have you visited, and where's next?
I've visited more than 80 countries for either work or pleasure, and Croatia is next.

What was your first job ever?
It was in 1979 at Harrods in London, where I sold sports equipment alongside Darth Vader actor David Prowse. He was a fitness consultant there. They were fun times!

Simon Ward

Simon is group managing editor at *BOAT International*, where he ensures the cogs of production whir as smoothly as possible. For this issue, he travels to southern Spain to write about Fairmont's new opening (*page 121*).

What was your favorite thing about the Fairmont La Hacienda?
The Basque cheesecake! I'd never tried the Spanish take on this dessert before, but I've fallen for it.

Of all the resorts you've been to for *BOAT*, which would you most like to return to?
Probably Yazz Collective in Fethiye, Turkey, tucked away in a turquoise-sea bay and only accessible by boat. Its ethos is simple: relaxation, sustainability and wonderful local food cooked in a wood-fired oven.

What's the most unusual thing on your life's bucket list?
When I was a boy I loved Willard Price's *Adventure* series of books, and ever since I've always wanted to venture into the deep Amazon or unexplored Papua New Guinea. Why is that unusual? Because these days I'm much more of a homebody, so it definitely wouldn't end well!

Kevin Koenig

Based in Connecticut, Kevin is a seasoned journalist and popular content creator (*@theyachtfella*) who's been on more than 500 sea trials. For this issue, he checks out Otam's flagship, *Sexy Me* (*page 110*).

What did you like best about *Sexy Me*?
Everything but the name. This is a special boat. Going 45 knots on a custom-built Italian speedboat with a pillowy ride — what's not to like?

The most interesting person you ever interviewed?
Probably Bob Knight, the legendary college basketball coach. I recorded him saying something he shouldn't have, and he told me if I didn't erase it he'd have a Mafia hitman find me. Runner-up would be 50 Cent, who was wearing a full-length purple fur coat and a Santa Claus hat.

If you could change anything about the superyachting world, what would it be?
Not much, I love this industry. But I do wish people would say what they mean, and mean what they say, more often though. You meet a lot of slick types who talk a big game up front and then disappear.

Marilyn Mower

A writer and editor, Marilyn has been immersed in the world of superyacht journalism since 1988. For this issue, she demystifies the holy grail of yachting: the 500GT threshold (*page 104*)

What surprised you when researching this feature?
The arbitrary, and in some ways archaic, basis for elements of the gross tonnage rules. In human interactions, there are times when the answer to, "why?" is "because we've always done it this way." I didn't expect that in yacht design.

If you hadn't become a journalist, what career would you have pursued?
I was a lot of things before I was a marine journalist, 99 percent of them involved writing. I guess this was me gravitating to something that wasn't commonplace or boring. The other things that I once thought I wanted to be — astronaut, air traffic controller, architect — would have taken a lot of time away from sailing.

One thing most people would not know about you?
If you've seen me dance, you'll be shocked to know that I once took ballet and tap lessons.

PHOTOGRAPHY: JORDAN NATHAN BAMFORTH; RICARDO MEJIA

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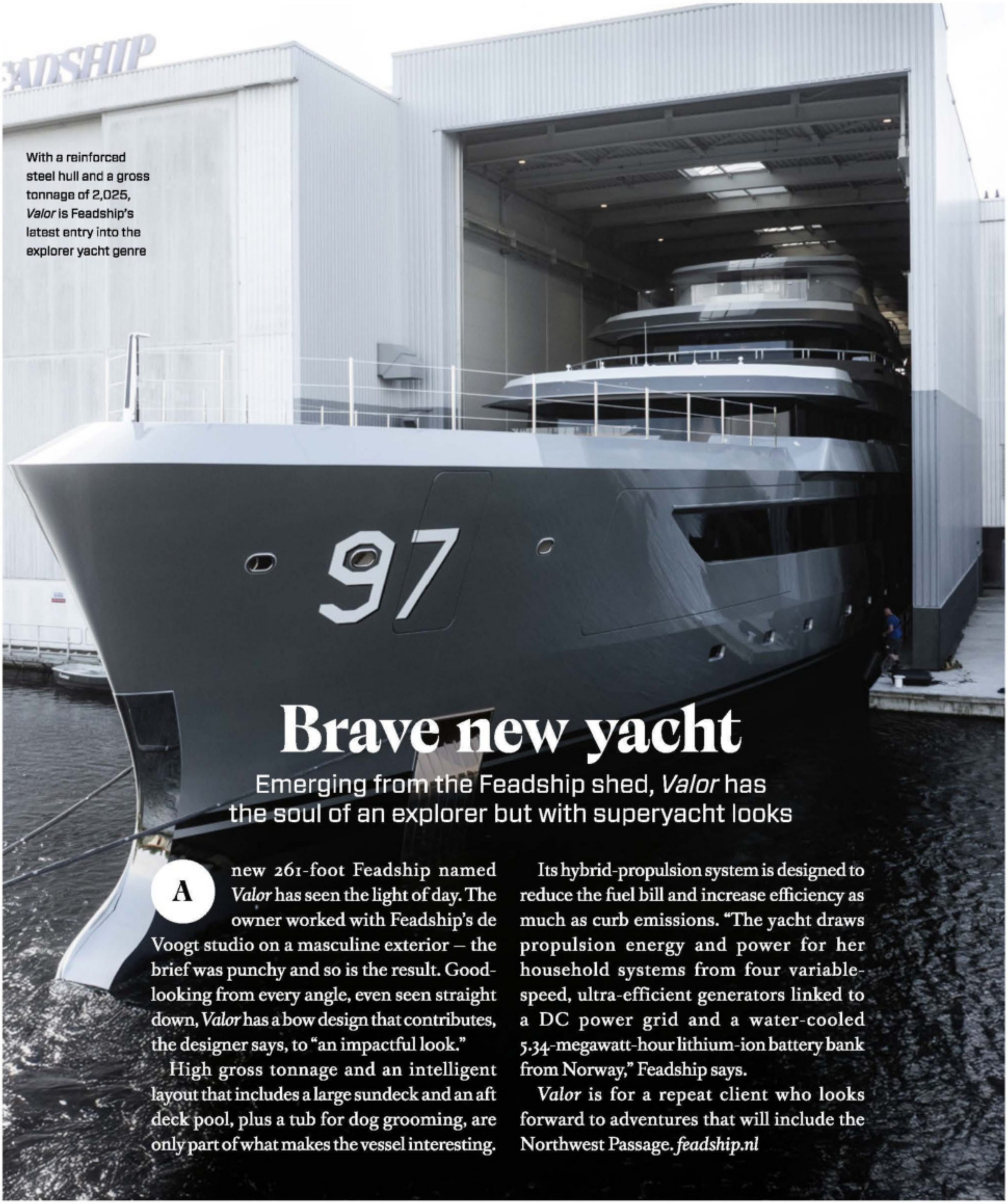


With a reinforced steel hull and a gross tonnage of 2,025, *Valor* is Feadship's latest entry into the explorer yacht genre

Brave new yacht

Emerging from the Feadship shed, *Valor* has the soul of an explorer but with superyacht looks

A new 261-foot Feadship named *Valor* has seen the light of day. The owner worked with Feadship's de Voogt studio on a masculine exterior – the brief was punchy and so is the result. Good-looking from every angle, even seen straight down, *Valor* has a bow design that contributes, the designer says, to "an impactful look."

High gross tonnage and an intelligent layout that includes a large sundeck and an aft deck pool, plus a tub for dog grooming, are only part of what makes the vessel interesting.

Its hybrid-propulsion system is designed to reduce the fuel bill and increase efficiency as much as curb emissions. "The yacht draws propulsion energy and power for her household systems from four variable-speed, ultra-efficient generators linked to a DC power grid and a water-cooled 5.34-megawatt-hour lithium-ion battery bank from Norway," Feadship says.

Valor is for a repeat client who looks forward to adventures that will include the Northwest Passage. ***feadship.nl***

PHOTOGRAPHY: FEADSHIP

EDITED BY Cecile Gauert

>>

News

Starfire's refitted amenities / Benetti's first B.Now 67M delivery / Damen Yachting launches largest Limited Editions Amels 80 / a classic Trumpy revitalization

A counter-current pool is one of the highlights

Charter-ready refit

The Lürssen Saint Nicolas is reborn as *Starfire* after a year-long refit at German yard Abeking & Rasmussen. The thorough transformation of the now 240-foot yacht includes an exterior redesign that has modernized its appearance with paint, new windows and an extended swim platform, plus an updated interior by Fort Lauderdale-based Patrick Knowles Design and the owner, which takes full advantage of new floor-to-ceiling windows. A gym and spa with a sauna, cold-plunge pool and massage area are now all available to future charter guests. The new *Starfire* is now available for charter with Northrop & Johnson, asking $680,000 per week. *northropandjohnson.com*

» *DELTA MARINE HAS FLOATED A NEW 110FT CUSTOM YACHT FOR A CLIENT TO ENJOY IN THE PACIFIC NORTHWEST* «

Safe in style

Line + Cleat and lifestyle brand Palm Beach Lately have launched a limited-edition life jacket collection. Designs "capture the effortless glamour of Palm Beach," and are USCG-approved. Choose from The Classic or The Skiff, with both shapes styled in shades of pink, green, orange and blue. *lineandcleat.com*

€340M

asking price of *Ahpo*, the world's most expensive superyacht

BACK AT THE HELM

Gulf Craft has appointed Erwin Bamps as its new CEO to guide the company during its next phase of development across key international markets. Bamps, who was at the helm of the UAE-based shipyard from 2014 to 2018, previously played a pivotal role in bringing Gulf Craft and its associated brands, including Majesty Yachts, to the foreground. *gulfcraftgroup.com*

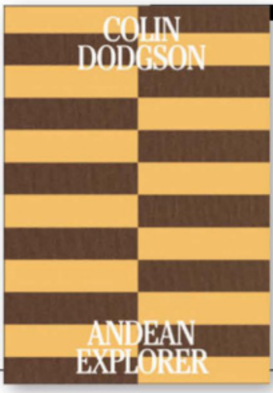
ENTER EVENE

The Williams Marine Group has introduced the new Evene Tenders brand. Its first offering, the Origin 57, is designed for yachts over 99 feet and can accommodate up to nine passengers. Fitted with cork decking, it rides on a patented hull designed to minimize hydrodynamic resistance for a softer, quieter ride, with improved overall efficiency. *evenetenders.com*

Admiral's official debut is planned for this year's Monaco Yacht Show

Tailored for life

Admiral, a brand of The Italian Sea Group, has launched the first of two yachts developed with Giorgio Armani, a collaboration announced at a glittering affair in Marina di Carrara two years ago. Known as Project Metamorphosis, the first yacht features geometric lines, a "suspended terrace" design for the upper and an open-air lounge/helicopter landing area. The interior is by Armani/Casa and promises a "soft and minimalist" palette throughout. Expect to see her at the Monaco Yacht Show. *admiral-yachts.com*



BOOK OF THE MONTH

Photographers explore the eclectic personalities of Belmond hotels in contemporary coffee-table collection Andean Explorer. Each book features one destination through vivid imagery, from the snow-capped Dolomites to a pink-painted neighborhoods in Cape Town, South Africa. They can be purchased separately or as a full set. *rvb-books.com*

SPOTLIGHT: NEW TO THE MARKET *Listings by Holly Margerrison*

VISION

€33,000,000

Camper & Nicholsons

The sundeck is one of the main hangouts and can be easily modified for touch-and-go helicopter ops.

SOUTHERN CROSS

$2,700,000

37South

The 1996 research vessel was transformed into a specialized expedition vessel in 2023-2024.

DREAM

€39,500,000

Edmiston

Delivered in 2001, the 197ft has crossed many oceans, yet remains in immaculate condition.

DELFINA

€11,950,000

Northrop & Johnson

Launched in March 2024, the Mangusta 104 REV was built to a design by Igor Lobanov.

PURITAN

€5,900,000

BGYB and Classic Yachts

A popular charter yacht, the classic schooner was designed by John G Alden and delivered in 1931.

PHOTOGRAPHY: GIULIANO SARGENTINI; OYSTER YACHTS; JEFF BROWN/BREED MEDIA

>>

New delivery includes an Oasis

Benetti has delivered its first B.Now 67M to a repeat client. Named *Iryna*, the 220-footer should be seen at the fall boat shows. Top features include an aft deck pool and an interior with marble-effect ceramic tiling, chosen by the owner as a more ecological alternative to marble. *Iryna* also features the trademark Oasis Deck, transplanted from the other successful RWD-designed series by Benetti. *benettiyachts.com*

Andiamo's design is by Zuccon International Project

LET'S GO!

The first unit in Sanlorenzo's SD132 series, named *Andiamo*, has been delivered as the largest composite, semi-displacement yacht built by the Italian shipyard. One of the model's strengths is the beach club area, which is connected seamlessly to the aft cockpit and features a television-equipped bar and lounge. Exterior and interior design is by Zuccon International Project. *sanlorenzoyacht.com*

» *MOONEN HAS SOLD YN205, HULL NO 7 IN ITS 123-FOOT MARTINIQUE SERIES DESIGNED BY RENE VAN DER VELDEN, TO AN AMERICAN CLIENT* «

Feadship's change of the guard

After nearly four decades at the helm, Henk de Vries III has stepped down as director of Feadship and CEO of Koninklijke De Vries Scheepsbouw (De Vries). He takes on a new role as an ambassador for Feadship and will help to ensure the brand continues to innovate and shine. Rodrick de Vries steps in as CEO and operational director of De Vries, alongside Bas Nederpelt as CCO and Feadship director. *feadship.nl*

Henk de Vries III

THE TOP FIVE LARGEST SAILING YACHTS AFLOAT

1

Koru was built at Oceanco and delivered in 2023. Shrouded in secrecy during her build, the 410ft is strictly private.

2

Black Pearl, a 350ft hybrid yacht built at Oceanco, is capable of crossing the Atlantic without fossil fuel. Delivered in 2018, she's available for charter.

3

Built by Lürssen in 2006, ***Eos*** long held the top of the podium with her length of 305ft.

4

Athena, delivered in 2004 by Royal Huisman, was a groundbreaking project for the Dutch yard at 295ft.

5

The 289ft ***Maltese Falcon***, built at Perini Navi, brought DynaRigs to the yachting world.

Note: *The largest private yacht with a mast, the 469-foot* Sailing Yacht A, *is considered a sail-assisted motor yacht.*

PHOTOGRAPHY: ILVANO PUPELLA; IAN ALVARADO; HANS HOGERVORST; FEADSHIP; DAMEN
YACHTING; GUY FLEURY; BJORN MIEORP; TOM VAN OOOSSANEN; LURSSEN; BURGESS; FRANCO PACE

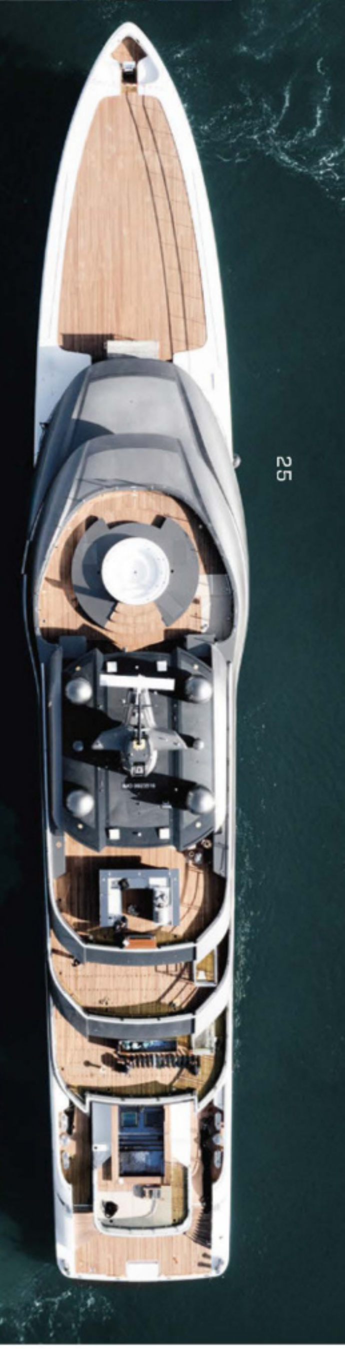
Vitters sold Project Dreamer, a custom 207-foot sailing yacht, with a brief to create "the largest yacht possible within a 500GT limit." Construction begins this year. *vitters.com*

Royal Huisman, meanwhile, unveiled the "super-sized Project 412," a full aluminum sailing yacht for a repeat client. It will exceed 262 feet and support its sails with a carbon rigging by sister company Rondal. *royalhuisman.com*

DAMEN'S NEW EDITION

Designer Espen Øino says that the new 262-foot *Pangea* "will look as good in 10 years as the day she is delivered."

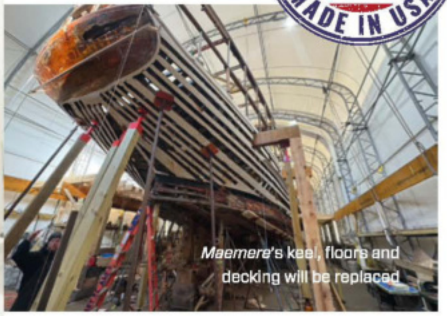
With that swooping sheer line and matte-black superstructure, it's hard to disagree. The first in the Amels 80 series, the largest offering in Damen Yachting's Limited Editions range, it offers an impressive 2,175GT of living space. A semi-custom model, it has scope for personalization outside and inside with pre-designed interiors by leading yacht designers. Another four units expected by 2027, according to BOATPro. *damenyachting.com*



Pangea is the largest in Damen Yachting's Limited Editions line

>>

Earl McMillen helped rescue [*Maemare*] in the nick of time, finding a financier before the boat reached the scrap yard



Maemere's keel, floors and decking will be replaced

A CHECK-IN WITH Langan Design Partners

Among several great projects, the Newport, Rhode Island-based firm has been working closely with McMillen Yachts to bring back the classic 110-foot Trumpy *Maemere*, which saw the light in 1929 in Camden, New Jersey.

Earl McMillen helped rescue the boat in the nick of time, finding a financier before the boat reached the scrap yard. They transported it from California to Rhode Island in 2022. The project team then reached out to Langan Design to help with naval architecture on this ambitious rejuvenation project, specifically to add a gyrostabilizer, useful on what is a narrow and shallow hull. The work grew from there for the naval architects.

"One of the challenges is there were very few drawings available," Langan Partner Tom Degremont says. "One of the shipbuilders went down to the Chesapeake Museum to try and find drawings and found one little drawing of a half of the boat." It was better than nothing. Other Trumpys have provided information on design features and McMillen Yachts already has the knowledge from the award-winning restoration of the 104-foot fantail Trumpy *Freedom*, winner of a World Superyacht Award in 2010.

The first step was to do a complete scan of the bow and structure to help determine what changes occurred. The stern "fell down" a bit and so the boat was out of shape, literally. The craftspeople have been busy bending the boat back into shape.

"Wooden boats particularly go through many changes over the years. So somebody decided, for example, it would be a really good idea to change the shape of a bow," Degremont says, from vertical as was the initial design to a curved bow. That was the first thing McMillen Yachts decided to correct.

Degremont compares the ongoing project to an archaeological experiment. "You take layers off and you see what the previous people did," he says.

An ongoing labor of love

Meanwhile, Langan Design is looking forward to the fall launch of Project Ouzel, a 95-foot sailboat with interior by Mark Whiteley Design under construction at Rockport Marine in Maine. MCM is the project manager for this cold-molded performance sloop with a 20.5-foot beam.

"We are really happy because there have not been a lot of big sailboats built in the US for quite some time. It's a very good team and we are really trying to see if we can pull some projects to the US," Degremont says.
langandesign.com

SPOTLIGHT: SERIOUSLY FOR SALE

EXCELLENCE V
$32,000,000
Edmiston
Reduced by: $10,000,000
The 2014 152ft Feadship was designed by the late Ed Dubois with interiors by RWD.

SILVER STAR I
€31,000,000
TWW Yachts
Reduced by: €4,000,000
The interior of this 181ft Admiral was envisioned by designer Giorgio Armani.

ALAMSHAR
€24,900,000
Yachting Partners Intl
Reduced by: €3,100,000
The 164ft was built in 2014 as the only all-gas-turbine-powered yacht.

BELONGERS
€16,900,000
Fraser
Reduced by: €2,900,000
Built to BV class, she is one of only two models from Couach's 5000 Fly 2 series.

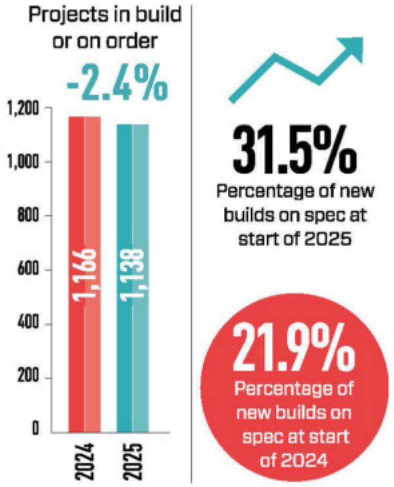
W
€39,950,000
Edmiston
Reduced by: €2,550,000
The Feadship has a spacious Bannenberg & Rowell interior, updated by A La Mer.

PHOTOGRAPHY: ROSENFELD COLLECTION, MYSTIC SEAPORT MUSEUM, ROSENFELD COLLECTION, MYSTIC, CT; GETTY IMAGES

The blow-up

Gabrielle Lazaridis examines how global and socio-economic trends drive up new-build prices while bolstering brokerage

THE STATE OF NEW BUILD



The cost of a new-build yacht is rising significantly – and at a quicker rate than the industry is accustomed to. According to Brandon Kummer, co-founder of Kitson Yachts, the issue stems primarily from the inflationary spike that began in 2021 and is now starting to eat away at the consumer appetite for new superyachts.

"I've never seen inflation rates and labor costs going up by three and a half per cent every year," he says. "We put a lot of time and care in educating buyers, and then eight months later the price increases by 20 percent. It's a tough pill to swallow."

The Peterson Institute for International Economics reported inflation at a 40-year high in 2021, fed largely by a surge in fiscal support packages and a sudden labor supply shortage during the Covid-19 pandemic. This led to a sharp increase in the cost of materials across various industries, which had a direct impact on manufacturing costs and forced businesses to adjust their pricing or risk lower margins. Global upheavals and the war in Ukraine added extra strain to the difficult economic situation.

According to Kummer, the spike is causing clients to opt out of new builds and instead turn to the brokerage or charter markets. However, most clients who have already entered the build phase are stuck with ballooning budgets, thanks to a price escalation clause in their contracts that allows for price adjustments in relation to the rising cost of materials, labor or other project-related expenses.

But as much as owners dislike taking on the increased cost, shipyards forced to contend with shrinking margins may struggle to stay in the black. "If the cost of materials rises 25 percent and yards aren't able to increase the price by more than five percent, they will find they can't afford to finish the project," James Jaffa, co-founder of superyacht and aviation law firm Jaffa & Co, says.

If a yard is unable to deliver, the owner will be left with an unfinished yacht after having invested substantial capital into it. "What typically happens in that situation is the client would seek out a bank fund guarantee, where the bank will reimburse the money they've paid if the shipyard goes bankrupt or if there's a total loss, for instance, due to a fire," Jaffa explains, though the client isn't always successful.

Overall, the uncertainty surrounding new builds appears to be contributing to a drop in consumer demand, evidenced by the small decline in new projects reported by *BOAT*'s 2025 Global Order Book. The results showed 1,138 projects at the start of 2025, down 2.4 percent from 1,166 in 2024.

Yet, with revenues reaching into the tens of billions each year, the continuing strength of the new-build sector can hardly be denied. "There is still a willingness to build superyachts, particularly among supremely wealthy clients," Jaffa says. However, both he and Kummer expect price increases in the new-build sector will last for another couple of years, at least, with material and labor costs tied to the state of the economy.

BROKERAGE MARKET INSIGHTS

>> Every business is different and that's why BOATPro can be tailored to suit your needs. Our combination of ready-made reporting and customization means that you can use our data to build the reports you need. Get in touch with our team to see how we can help you. *boatpro@boatinternational.com*

"WE PUT A LOT OF TIME AND CARE IN EDUCATING BUYERS, AND THEN EIGHT MONTHS LATER THE PRICE INCREASES BY 20 PERCENT"

PHOTOGRAPHY: FEADSHIP

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Surfing gear

From artisan-crafted boards to screen-printed beach towels and splash-proof sounds, we round up the most bodacious surf kit

Playful surfer keychain charm with Gucci engraving. *$500, gucci.com*

Waterproof Bluetooth speaker with 360-degree sound and punchy bass. *$349, bang-olufsen.com*

Brazilian artist and surfer Filipe Jardim designed Hermès' 3 Surfs beach towel, screen-printed on pure cotton terrycloth in France. *£620, hermes.com*

The Upright T2 twin fin is handcrafted from basalt fiber and upcycled oak and carbon fiber. *$160, primawoodfins.com*

The Nieuwland Long Sleeve Top features 0.08-inch-thick eco-friendly natural rubber for coldwater adventures. *$135, finisterre.com*

With a strong, light cord made of corn-derived bio-resin, low-drag design and padded neoprene cuff, the Freedom Helix board leash comes in 6ft and 7ft options. *From $54, surffcs.co.uk*

The Vortex surfboard is made from super-light balsa inlaid with veneers in Anegre, American Tulip and figured Eucalyptus and finished with 24-carat gold leaf detailing. *POA, woodpop.co.uk*

> **"IT'S JOY, FEAR AND ACCOMPLISHMENT ALL ROLLED INTO ONE EXPERIENCE"**
>
> SHAUN TOMSON, PRO SURFER

CARLA GUILHEM
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DESIGNER OF
THE YEAR

2025

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ENTRIES CLOSE ON MONDAY 17 NOVEMBER 2025

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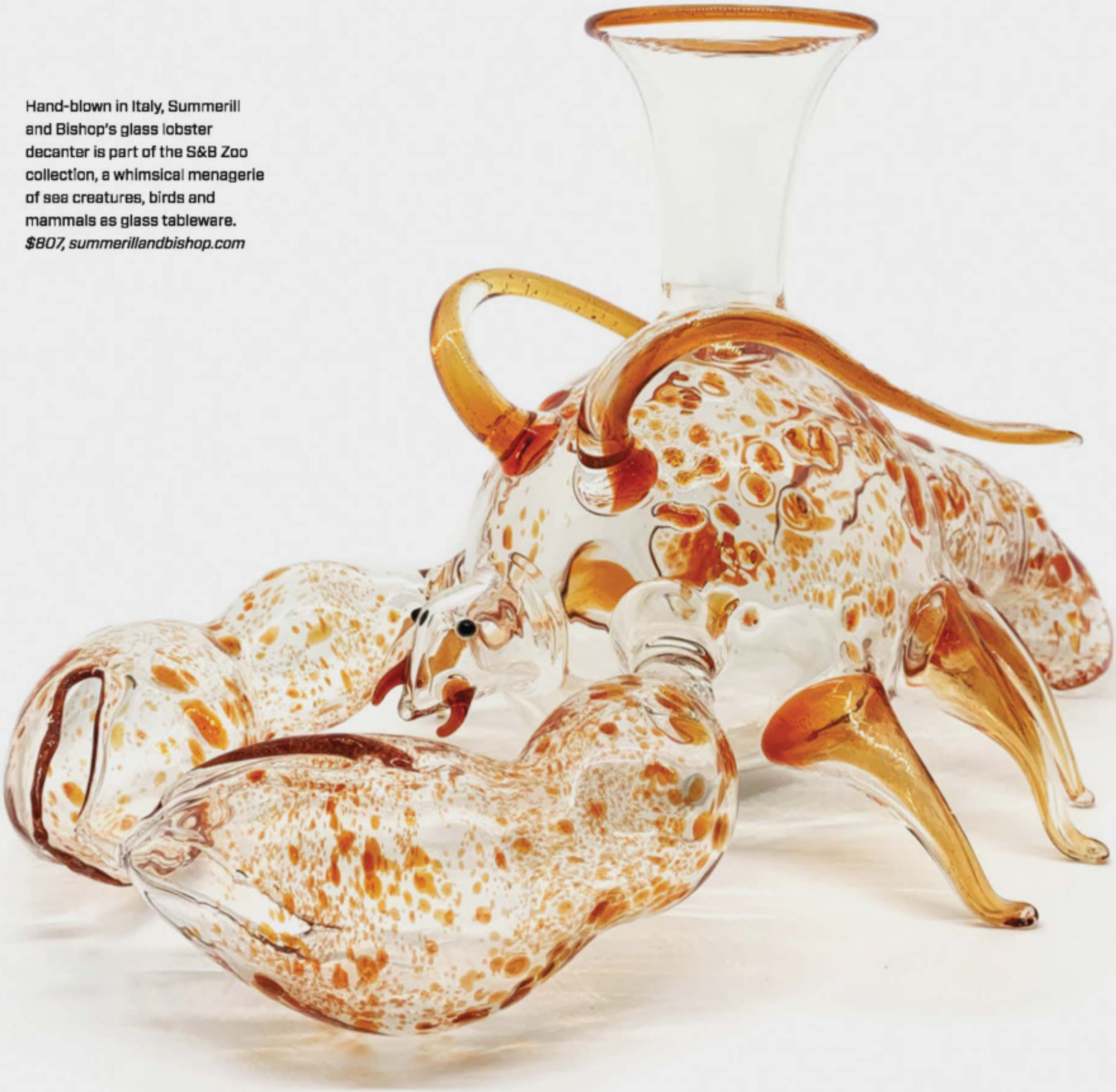
Boat Life

CELEBRATING EXCEPTIONAL STYLE AND DESIGN



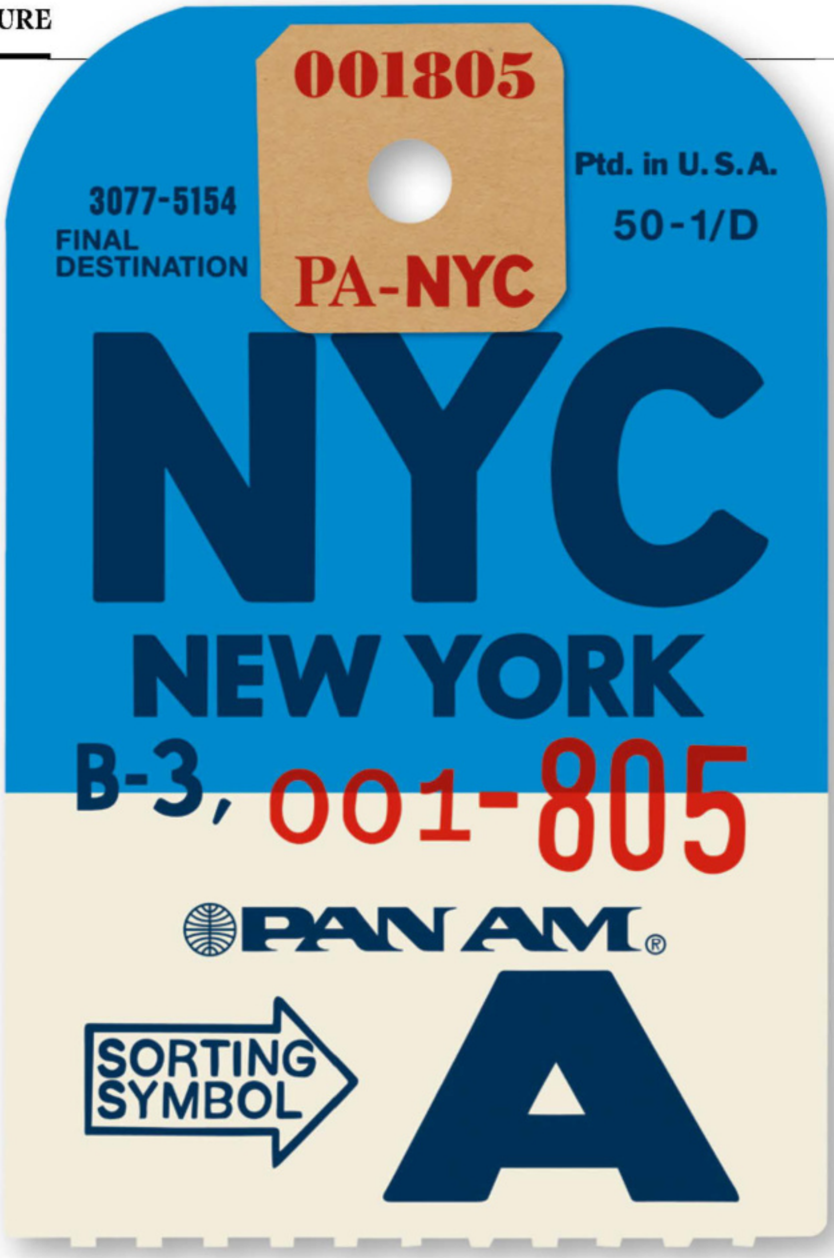
Hand-blown in Italy, Summerill and Bishop's glass lobster decanter is part of the S&B Zoo collection, a whimsical menagerie of sea creatures, birds and mammals as glass tableware. *$807, summerillandbishop.com*

Fantastical fare

Raise a glass to the best culinary experiences worth shelling out for

THIS MONTH: *Lamborghini powers up / The Balvenie whisky gets creative / picturesque Venetian palazzos*

EDITED BY Belle Rice



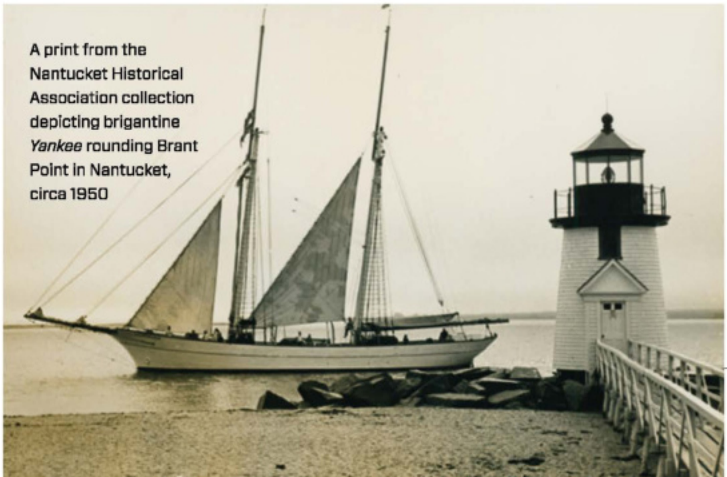
Right: artist Ella Freire's Pan Am New York luggage tag from the RA's Summer Exhibition 2024

State of the art

Held every year in London since 1769, the Royal Academy of Arts' Summer Exhibition returns to showcase a diverse range of contemporary art, from paintings and prints to sculpture and architecture. *royalacademy.org.uk*

HOT TICKETS

Belle Rice picks out highlights from the worlds of art, sport and hospitality for the month ahead



A print from the Nantucket Historical Association collection depicting brigantine *Yankee* rounding Brant Point in Nantucket, circa 1950

NANTUCKET BY DESIGN

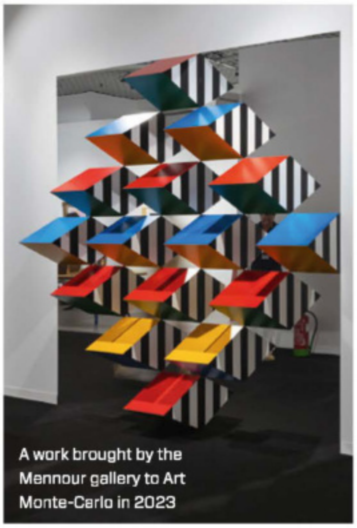
The annual celebration of art, design and history returns to Nantucket, hosted by the island's Historical Association. A series of showcases, panels, keynotes and social events present opportunities to meet with and listen to world-renowned artisans and experts speak on craftsmanship, preservation and the history of Nantucket. *nha.org*

PHOTOGRAPHY: ELLA FREIRE; COURTESY OF THE NANTUCKET HISTORICAL ASSOCIATION; NICO MARTINEZ; DANIEL BUREN/ADAGP, PARIS. PHOTO: BAPTISTE JANIN; LJUBA BUZZOLA/LONGINES GLOBAL CHAMPIONS TOUR (LGCT); ALBERTO GARDIN/EURASIA SPORT IMAGES/GETTY IMAGES

Rolex TP52 racing will take place on Atlantic swell with the ever-changing winds of Cascais

ROLEX RACERS

The Rolex TP52 World Championship arrives in Portugal for its third race of the season, hosted by the Clube Naval de Cascais. The world's leading grand prix for monohull yachts, this in-shore event takes place from July 1 to 6 with 10 races and a mixture of windward-leeward and coastal courses. *52superseries.com*



A work brought by the Mennour gallery to Art Monte-Carlo in 2023

Art explorer

Held at the Grimaldi Forum under the patronage of HSH Prince Albert II, the ninth edition of Art Monte-Carlo Salon d'Art will host 30 leading modern and contemporary art galleries from around the world. It will run from July 7 to 9. *artmontecarlo.ch*

Check Inn

Sarah and Andrew Wetenhall, the owners of The Colony, Palm Beach's celebrated pastel-pink hotel, have turned their attention to the Hamptons, where they have bought and restored another East Coast institution, The Hedges Inn. Opening this summer, it promises five-star luxury with a relaxed feel – and we hear trivia nights at Swifty's restaurant will be on the cards too. *thehedgeseasthampton.com*

Below: world number four Taylor Fritz is a Wimbledon hopeful for 2025

GAME, SET AND MATCH

The grass courts of Wimbledon will welcome back the top-tier tennis players of the *WTA* and *ATP* tour. *June 30 to July 13.*

JUMP FOR JOY

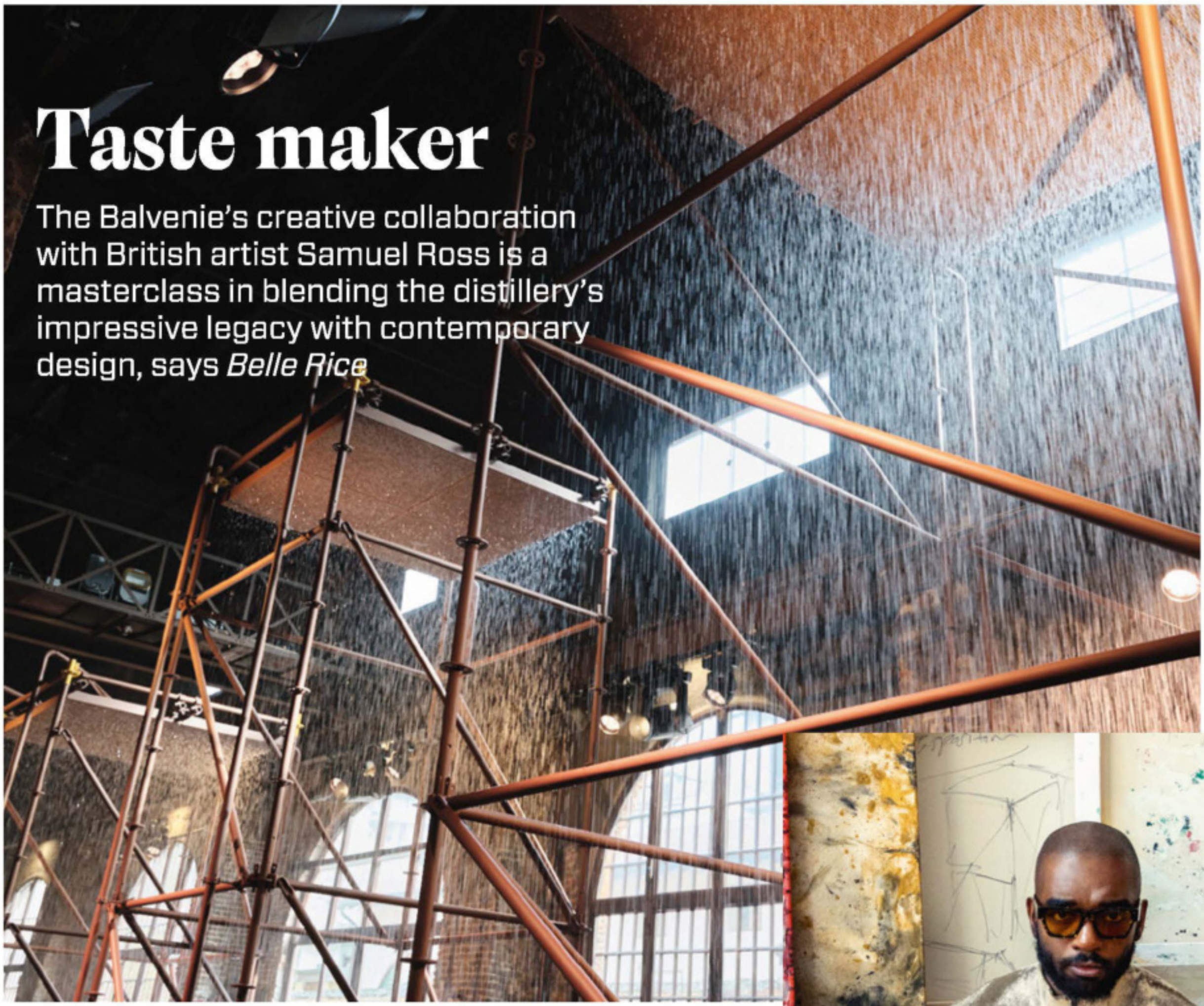
The showjumping world descends on Monaco from July 3 to 5 for the 19th Monte-Carlo International Show Jumping event, which takes place at the foot of the principality's palace with Port Hercule as its backdrop. Sponsored by Longines, the course is one of the world's most challenging, with champion equestrians competing for the Grand Prix du Prince de Monaco. *jumping-monaco.com*

Polo

The sport of kings comes to Long Island for two weekends this summer, with Polo Hamptons presenting an afternoon of matches, cocktails and canapés in Bridgehampton on July 19 and 26. Tickets are limited, so snap yours up fast. *polohamptons.com*

Taste maker

The Balvenie's creative collaboration with British artist Samuel Ross is a masterclass in blending the distillery's impressive legacy with contemporary design, says *Belle Rice*



What might you get when a heritage whisky label taps into the creative talents of a millennial fashion and product designer known for his Midas touch?

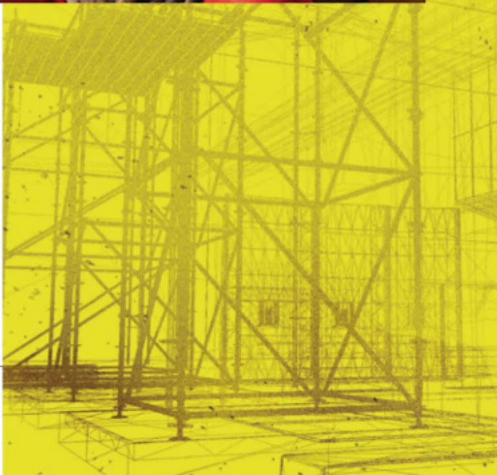
The team at The Balvenie had been itching to find out ever since they commissioned artist, designer and art director Samuel Ross to create an immersive installation piece to celebrate The Balvenie Fifty Collection, the single-malt Scotch editions selected by Malt Master Kelsey McKechnie.

Rich spices, caramelized fruit and soft vanilla coupled with hints of ginger and citrus are on the palate from the first taste of the special-edition whiskies made in Dufftown, Scotland. It's the only distillery that still grows its own barley and keeps coppersmiths and coopers, using traditional techniques, which led some to see Balvenie as the last word in handcrafted single malts.

So it was here, just north of the wild range of the Cairngorms Mountains that Ross found inspiration to create his striking visual interpretation of the distillery's whisky-making process – based here since 1892 – and the Highlands' natural elements.

The piece he created, *Transposition*, commands the viewer's attention with three towers made from 1.65 tons of copper-painted steel, ranging in height from 13 to 20 feet. Each structure integrates a rain-shower ceiling

Above left: *Transposition*, an immersive installation of water towers by Samuel Ross (above) for The Balvenie distillery



"I'M INTERESTED IN HOW WE CAN RECONTEXTUALIZE WHAT BRITISH CRAFT CAN MEAN TO THE WORLD FOR A NEW GENERATION"

that releases a continuous cascade of water that interacts with light and sound to produce a mesmerizing sensory experience.

Several months and a world away from the Highlands in the frenetic energy of Salone de Mobile design week in Milan, Italy, The Balvenie's guests mingled in an old foundry and enjoyed samples of The Fifty Collection. Ross was there to speak about the creative highs and lows of crafting this larger-than-life sculptural piece.

"I'm interested in how we can recontextualize what British craft can mean to the world for a new generation, and how there can be new assertions of what we're so good at when we do that," Ross says.

One of the artist and designer's areas of expertise is going against the grain. In his twenties, he served as the first design assistant to the late visionary Virgil Abloh. Today, his design studio turns heads with high-profile collaborations – from reimagining Beats headphones for Apple with cool tones and minimalist flair, to translating his granite-and-steel sculpture Reform into Hublot's Big Bang Tourbillon Samuel Ross. In 2024, he received the British Crown's honorific title of MBE for his service to the world of British fashion.

Above left: Apple's limited edition Beats Studio3 headphones. Above right: his fashion label, A-Cold-Wall. Right: Ross's collaboration with Hublot, the Big Bang Tourbillon Samuel Ross, $143,000

Collaborating with The Balvenie, he says, is about two things: connecting with people in a way that sparks curiosity and energy, and making sure the creative work holds real value, not just in feeling, but in measurable impact.

His background across a variety of mediums comes in handy. "I've spent time establishing a language of sorts, which is developed by having these two levers – firstly of contemporary design, where it's emotive, it's very photogenic and it's aesthetically pleasing," he says. "It's interesting to see how those materials, like galvanized steel or brass or copper, can be painted and changed and shifted."

Above left: The Balvenie distillery in Scotland. Above right: Ross's installation was created to celebrate The Balvenie Fifty Collection (below)

On the flip side, he adds, is the serious business of translating a piece of creative design into something that consumers can relate to, "establishing a creative language that you can bring into different categories or class of goods is how these kinds of collaborations can work."

And with the upcoming release of the second and third editions of The Balvenie Fifty, and Ross's appointment as creative director for the 2025 London Design Biennale, there is much to look forward to from both the legacy distiller and the future-forward designer. *thebalvenie.com*

PHOTOGRAPHY: FRANCESCO STELITANO; COURTESY THE BALVENIE; JEFF SPICER/BFC/GETTY IMAGES FOR BFC; COURTESY HUBLOT

This 3,875ft^2 apartment is set within a 16th-century Venetian palace overlooking the Grand Canal

La Serenissima

A new wave of buyers are falling for the romance of Venice. *Ruth Bloomfield* investigates the growing international appeal of canal-side palazzos and ornate appartamentos

Anybody who has visited Venice will know how easy it is to fall under its spell. This jewel of northern Italy is built on a series of islands divided by almost 180 canals and connected by nearly 400 bridges and attracts close to 20 million tourists every year. It's where George Clooney married Amal Alamuddin in 2014 and, if recent reports are to be believed, where Amazon founder Jeff Bezos wed Lauren Sánchez in late June.

But Venice is not just a city for special occasions. In recent years, it has attracted a steady stream of international buyers hungry for one of its canal-side palazzos. They have helped push average sale prices in the Veneto region up to €191 ($215) per square foot. This is a record for the area, where prices have risen consistently since 2017 and increased by eight percent in the year to March 2025.

Meanwhile, according to eXp Realty, sale prices in other traditionally favored Italian regions – Umbria, Tuscany, Sicily – are stagnating.

The majority of clients who come to Serena Bombassei, owner and managing director of Venice Real Estate, Knight Frank's associate in Venice, are from overseas. British and French buyers have long adored Venice, and they have been joined more recently by an influx of Americans lured by the city's charm as well as the advantageous exchange rates.

"They come because of the culture, the food, because it is a safe and secure city, and for the quality of life," Bombassei says. "There is no pollution, no cars, you are surrounded by water. Since Covid-19, everyone wants to make their dreams come true. They don't want to wait."

Another reason why overseas buyers converge on Italy is its tax regime which, says Ann-Marie Doyle, owner and managing director at Venice Sotheby's International Realty, appeals to high-net-worth individuals. Since last year,

Properties for sale near Venice include this villa in Brugine and Palazzo Rococo in the Castello neighborhood (bottom)

"THEY COME BECAUSE OF THE CULTURE, THE FOOD, BECAUSE IT IS A SAFE AND SECURE CITY"

overseas buyers wishing to reside there pay a flat €200,000 annual fee in lieu of tax on foreign income, meaning if you transfer tax residency to Italy, this is all you pay on foreign-sourced incomes.

Bombassei's clients looking to relocate to Italy often desire a trophy palazzo, measuring 5,000 to 10,000 square feet and with views of the Grand Canal. This kind of property would cost around €10 million.

Others buyers are looking for historic apartments. Prices vary, but Doyle estimates that a two-bedroom flat would cost between €1.8 million and €3 million in San Marco and Dorsoduro, the city's most upscale neighborhoods, as well as anywhere along the Grand Canal. Up-and-coming options include Cannaregio and Santa Croce, around 1.2 miles from San Marco, where average prices for a similar property fall to €1.2 million to €2 million, Doyle says.

Wherever you choose to buy, you will pay a premium if you want a home on the *piano nobile* – the second floor, which traditionally contained a house's grand entertaining rooms, with high ceilings and a wealth of original features.

Doyle believes real estate is a safe investment thanks to the city's diminutive size. "There is a limited amount of property, so prices are always going to go up," she says. "There are always so many people hoping for their dream property, and there is very little stock at the moment."

Despite its charms, life in Venice is not without inconveniences. It's so hot in July and August that many Venetians vacation then to escape both the temperature and the throngs of tourists.

A longer-term threat, of course, is global warming. According to some reports, the entire city could disappear as early as 2100 if sea levels continue to rise. To combat this, city authorities have recently installed an €8 million network of mobile flood barriers, which Doyle says have stopped regular flooding at high tide – for the moment at least. But even that isn't putting customers off. "Buyers literally don't even ask about global warming," she says. "What they want is the dream, the lifestyle that Venice offers."

BOAT PRO

203ft

LOA OF THE LONGEST YACHT TO SAIL TO VENICE FOR THIS YEAR'S WORLD SUPERYACHT AWARDS – BENETTI MOTOR YACHT *SORRENTO*

PHOTOGRAPHY: PIERO FABBRI; ZOLTAN TASI ON UNSPLASH; ALEX ZAETTA
PHOTO: FILIPPO MOLENA; ALANA HARRIS ON UNSPLASH

ON THE MARKET

A lavish two-bedroom, three-bathroom apartment on the piano nobile (principal level) of a 16th-century Venetian palace, overlooking the Grand Canal and in the Cannaregio neighborhood. The recently renovated home features original stuccoes and frescoes, terrazzo floors and Murano glass chandeliers.
€8.9m, knightfrank.com

Palazzo Rococo is an eight-bedroom, 13,994-square-foot canal-side home in the Castello neighborhood filled with lavish decorations from the late 18th century. The property has a private jetty, staff apartment and large garden.
€14m, sothebysrealty.com

A 10-bedroom Renaissance villa in Brugine, a town 25 miles south west of Venice. The circa 43,000-square-foot property is set in 12 acres of grounds and vineyards and has a spectacular main room decorated with 16th-century frescoes.
€3.8m, sothebysrealty.com

The hyper hybrid

The new Revuelto might be a high-performance EV, but it's still very much a Lamborghini, says *Nicholas McClelland*

How fast is too fast? How much power is too much power? As any car connoisseur will know, those are both trick questions when it comes to Lamborghini. There's no such thing as too fast, and you can always have more power. The Revuelto proves this point. With an absurd 1,001 horsepower, this supercar flies from 0-60mph in around 2.2 seconds. Push the screaming V12 to its 9,500rpm redline twice and you'll hit 100mph before you can shift to third gear. For those lacking a healthy fear of danger, the top speed is somewhere beyond 217mph.

The secret sauce to this insanity is the L545 6.5-liter V12 mid-mounted internal combustion engine and a dash of electrification. The dozen pistons crank out 814 horsepower on their own. But that wasn't quite enough for the engineers in Sant'Agata Bolognese, so they juiced up the internal combustion engine with a trio of electric motors, accelerating horsepower into four figures and 793 lb-ft of torque.

Some might wince at the idea of a hybrid supercar. But a Prius this is not, and buyers are still on the hook for the gas-guzzler tax. The goal was to add power and create instantaneous acceleration – mission accomplished. Those numbers represent a substantial boost compared to Lamborghini's final naturally aspirated V12, the Aventador LP 780-4 Ultimae's 769hp and 531 lb-ft of torque.

But Lamborghini has gone well beyond beefed-up stats and created one of the most exhilarating and intoxicating

Lamborghini
104M604
MANUFACTURER

SPECS

2025 LAMBORGHINI REVUELTO

Engine 6.5-liter V12 ICE engine, two front and one rear AC motor powered by a 3.8kWh lithium-ion battery pack
Power 814hp from V12 and up to 187hp from electric motors
Torque 793 lb-ft
Weight 4,290lbs
Transmission Eight-speed dual-clutch automatic
0-60mph 2.2 seconds
Fuel economy 12/10/17/23: Combined (gas), City, Highway, Combined (gas and electric)
Price $608,359

With a top speed of 217mph, the Lamborghini Revuelto takes aim at the critics with its powerful hybrid system that offers a boost in speed, power and acceleration compared to the gas-powered V12 Aventador Ultimae

The interior resembles a fighter jet, with a fully digital cockpit with high-resolution displays, including a dedicated passenger display. Right, the headlights showcase the signature Lamborghini Y-shaped LED design

With an absurd 1,001 horsepower, this supercar flies from 0 to 60mph in around 2.2 seconds

driving experiences around. I ripped up miles of public roads in upstate New York and later tried to melt some ice on a frozen lake in Quebec. Not only does the Revuelto offer otherworldly speed, but it's incredibly easy to drive fast. Rear-wheel steering and an advanced torque-vectoring system give it the ability to attack apexes at mind-boggling speeds. Even when you think you've come in too hot, the Revuelto holds the line without so much as a squeal. It practically dares you to take the next corner faster.

Thanks to a carbon frame concept, the chassis is 10 percent lighter and 25 percent stiffer than the Aventador's. Most of the car's front, including the tub section, uses Lamborghini's proprietary forged composite, while the engine and transmission are supported with high-strength aluminum. So it feels much more nimble than its 4,290lb curb weight.

As it's a plug-in hybrid, the Revuelto can go full EV for about six miles, which is plenty to coast out of the driveway without waking your kids or the neighbors for an early morning tee time. The brand claims the hybrid system also reduces the V12's CO_2 emissions by 30 percent, but really, it's there for performance – keeping the low-end torque ready to throw down power at a millisecond's notice. The hybrid-bolstered system's only real short circuit is aural. Below 3,500rpm, the V12's howl is a little hard to hear.

Named after a 19th-century Spanish fighting bull, Revuelto translates to "scrambled" or "mixed up," an allusion to the seeming contradiction of a hybrid V12. The Revuelto is anything but that. Rather, it's a purposeful combination of gas and battery systems aimed at performance strong enough to silence the toughest hybrid critics. After all, who wants to argue with a faster, more powerful Lamborghini?

BACK-SEAT ESSENTIALS

Ralph Lauren Automotive Pilot sunglasses, *$545, ralphlauren.com*

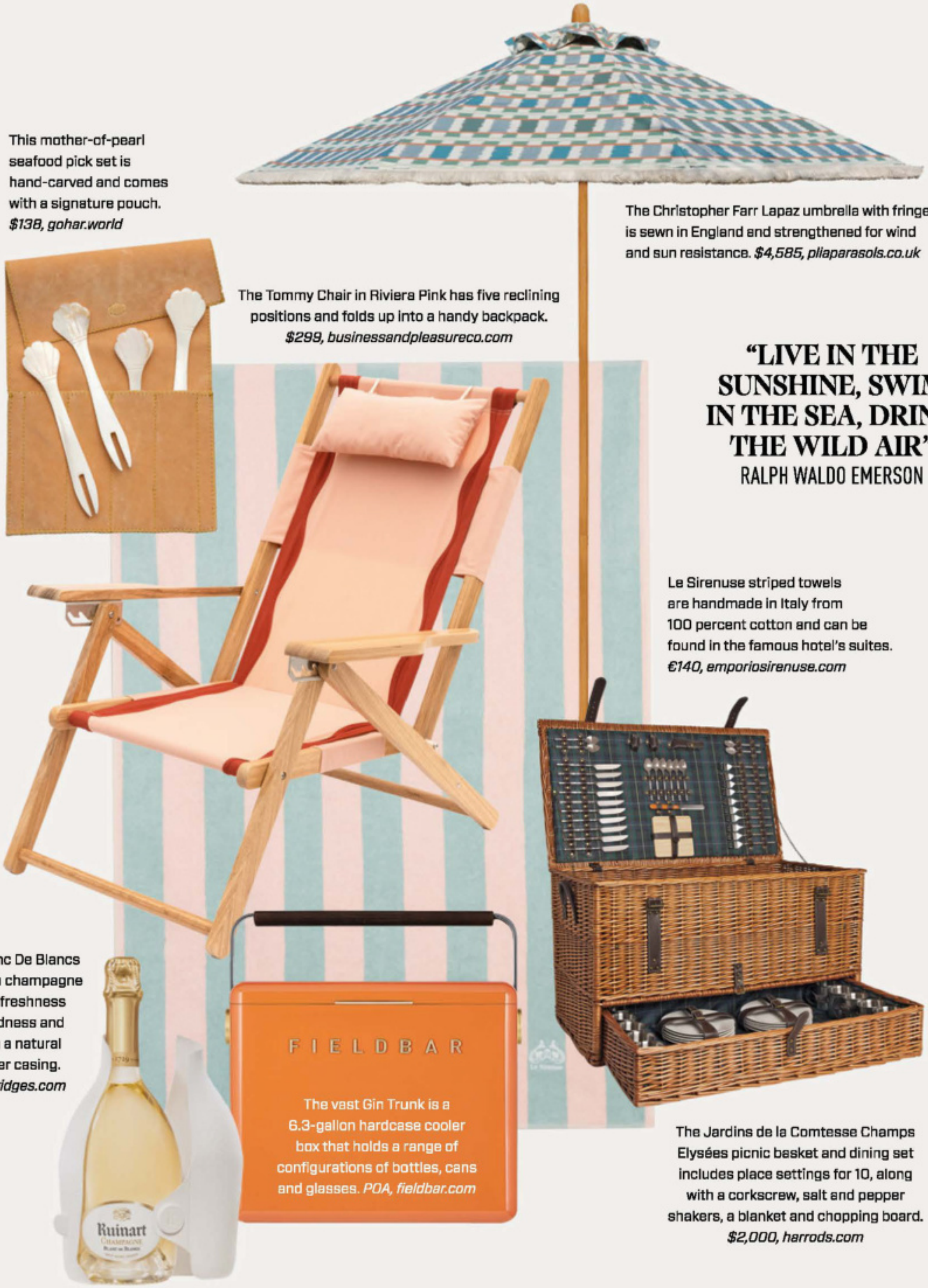
ACQUA DI PARMA

Acqua di Parma Andiamo Cloudy Blue car diffuser, *$200, neimanmarcus.com*

Thom Browne pebble grain leather duffle bag, *$2,700, thombrowne.com*

The beach picnic

Essential accessories for the most civilized al fresco dining



This mother-of-pearl seafood pick set is hand-carved and comes with a signature pouch. *$138, gohar.world*

The Christopher Farr Lapaz umbrella with fringe is sewn in England and strengthened for wind and sun resistance. *$4,585, pliaparasols.co.uk*

The Tommy Chair in Riviera Pink has five reclining positions and folds up into a handy backpack. *$299, businessandpleasureco.com*

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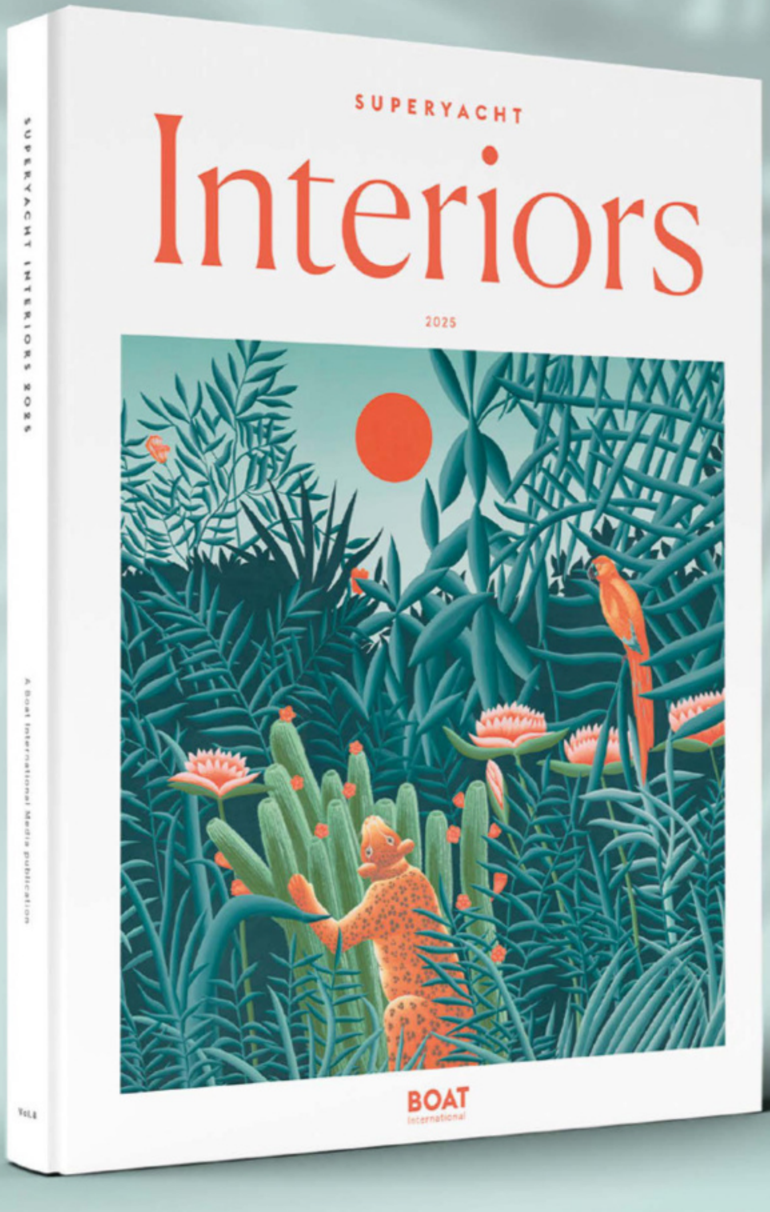
> RALPH WALDO EMERSON

Le Sirenuse striped towels are handmade in Italy from 100 percent cotton and can be found in the famous hotel’s suites. *€140, emporiosirenuse.com*

Ruinart Blanc De Blancs Second Skin champagne balances freshness and roundness and comes in a natural wood fiber casing. *$119, selfridges.com*

The vast Gin Trunk is a 6.3-gallon hardcase cooler box that holds a range of configurations of bottles, cans and glasses. *POA, fieldbar.com*

The Jardins de la Comtesse Champs Elysées picnic basket and dining set includes place settings for 10, along with a corkscrew, salt and pepper shakers, a blanket and chopping board. *$2,000, harrods.com*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Chasing summer

Steve Owen on friends, family, building a Benetti...and his warm-weather hack

PHOTOGRAPHY: GIULIANO SARGENTINI

THIS MONTH: *from Sailfish to Sunfish / the learning curve of the first big boat / unexpected delights on the Red Sea*

EDITED BY Caroline White

>>

ON BOARD WITH

Steve Owen

The owner of the 134-foot Benetti *Maverick* has come far since his childhood dream of buying a dinghy. *Sam Fortescue* meets the down-to-earth Kiwi

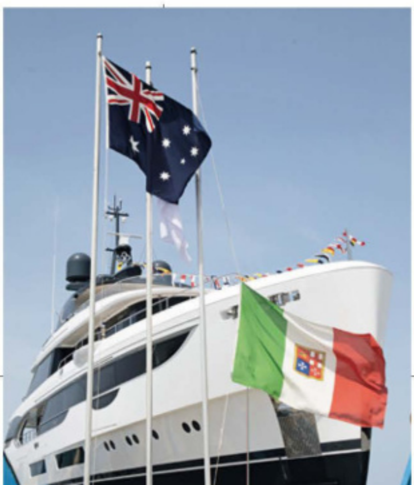
BORN: 1959, WELLINGTON, NEW ZEALAND
LIVES: OMAHA BEACH, NEW ZEALAND
PARTNER: MADELEINE
CHILDREN: FIVE
NUMBER OF BOATS: THREE

"Don't make me look like a wanker," Steve Owen says at the end of our long interview. It's early for me, late for him, and perhaps his guard is down after a quick meal of red snapper caught earlier in the day. "I'm just a regular Kiwi – a very average bloke that's come from nothing, not some Greek shipping magnate."

We can agree that there is nothing Greek about this down-to-earth New Zealander, but average? I'm not so sure. After all, he formally retired at the age of 41 – his fortune made after 17 years in medical and consumer healthcare logistics. He is so low profile that Google struggles to fill a page of search hits, and yet he has had a string of boats over the past 40 years – most recently a flawless 134-foot Benetti Oasis.

"I grew up in Wellington and we used to drive up to the beautiful Coromandel Peninsula for holidays," he says. "I remember we always went past a boat shop and I asked my dad why we couldn't have one. Back then, happiness would have been a six-foot dinghy with a little two-hp Seagull outboard. Now my chase boat is a wallytender48X with four times 400hp!"

There's an element of pride – less at what Owen can now afford and more at where he started. "I didn't do uni and my careers advisor said I would probably have a career as a bank teller," he remembers gleefully. His first job was for a business that distributed medicine across Oceania, but he quickly realized he could do it better. Working hard with a partner, growth was rapid, fueled by a shift towards outsourcing from many pharmaceutical multinationals.



Steve Owen launched his Benetti Oasis with the Australian flag by mistake. "The worst thing is I didn't even notice!"

PHOTOGRAPHY: GIULIANO SARGENTINI; COURTESY OF OWNER

Soon Owen was building high-quality warehouses to service his clients, then he started to manufacture generic products in Macau and entered the Australian market too. One of his last property deals before selling the business was to construct a huge facility in Sydney to propel his business forward – a risk at the time but something he had to sack his board to achieve. "That's where I got my property developer's hat on, and realized I could make more money building buildings than delivering Viagra!"

Lightened of the cares of management and flush with cash, Owen turned to yachting. As a young man, he had loved spending time on his father-in-law's yachts in Palma. The relationship had not endured, but the passion had. His eye fell on Fitzroy Yachts, a New Zealand builder of giant aluminum sailing boats, where he decided to build a run of three boats – using them before selling them. "In the process, I formed this great relationship with designer Ed Dubois, who I admired and loved – such a great guy – and also with Malcolm McKeon, who took on the role after Ed's passing.

> **"Building the Benetti has been one of my life's great experiences. We had fun and drank a lot of Italian wine"**

Top right: the Coromandel Peninsula in New Zealand where Owen spent time during his childhood. Above: *Maverick* was launched amid much fanfare in 2023. Above right: Owen at the Yacht Club de Monaco

"It was profitable and it was also instrumental in setting me up for more boat building down the track." But it wasn't to stay that way, as Fitzroy ran into financial difficulties, forcing Owen to take over the yard to finish his third yacht. "I finally got my money out of it and decided not to speculate any more."

Describing this period as "retirement" might be stretching things a little bit, because large fortunes don't simply mind their own business. Owen has taken equity positions in numerous companies, including deep-sea drilling and diving operations. "No particular focus, just whatever I like the look of," he says.

>>

Above: Owen is an avid golfer. He keeps four spare sets of clubs on board the boat for like-minded friends. Right: Te Arai golf course in New Zealand

But the real money has clearly come from commercial property. "The first deal I did, someone bought it off me four months later for more profit than I'd made in a year of running my business," he says. He took the lesson to heart and put it to good use in the development of a 180,000-square-foot prime office space best known as the shining new headquarters of the Bank of New Zealand in Wellington. In addition, he has co-developed a string of big offices in the capital. "I've found other ways of making money that didn't involve providing service to clients where I was at their beck and call," he summarizes.

Despite all this, his main focus since selling the company has been enjoying life. There are three world-class golf courses near his home, including the exclusive Tara Iti and Te Arai courses developed by American billionaire Ric Kayne just a five-minute helicopter ride away. In fact, our first interview gets canceled because it was a prime golfing day Down Under.

There are five children from different stages of his life, and he enjoys nothing more than spending time with them. His eldest, Kimberley, is leading a vigorous social life in London while the youngest is eight and lives in Paris. "I don't want to get too busy," he explains. "A few years ago, somebody said to me you've got 20 summers left. But I'm doubling that by doing southern and northern hemisphere summers and as a consequence I'm not chasing every single dollar. I would rather spend time with the most important people in my life."

Counting the summers has perhaps sharpened his focus on wellness. He spends a lot of time in the gym, eats healthily and is a convert to the alleged benefits of the hyperbaric chamber. "It's the closest thing to the holy grail of anti-aging," he explains, before reeling off something sciency relating to telomeres and DNA. "I've invested in a four-seater, which is like sitting in a small private jet. I even hold board meetings in there!"

He and his Swedish partner, Madeleine, are currently getting ready for a National Geographic cruise to the Antarctic, with a tailor-made itinerary following in Shackleton's footsteps. He's also changed gear with his boats. After a couple of much-loved Sunseekers, Owen has taken delivery of a brand-new 131-foot Benetti Oasis with the appropriate moniker *Maverick*. The experience has been transformative, he says. "I just needed something bigger to accommodate my extended family, friends and all the toys – a boat I'd

STEVE OWEN'S HISTORY IN BOATS

***Helios* (2004), 123ft Fitzroy**
Designed by Ed Dubois and built by the alloy experts at Fitzroy Yachts in New Zealand, *Helios* has four double cabins and a raised deckhouse with a bar and dining. She also sports a long hardtop to protect the deep guest cockpit.

***Zulu* (2005), 128ft Fitzroy**
Drawn by Dubois and outfitted by RWD, this aluminum sloop had timeless lines and the trademark Dubois "eyebrow" — a wraparound coachroof window. She had five double cabins, space for six crew and a 170GT volume.

Sunseeker Predator 108
Realizing that entertaining and toy space was more generous on a motor yacht, Owen switched to a Sunseeker whose three MTU 16V 2000 engines offer a top speed of 42 knots. Owen bought it in partnership with a friend.

Sunseeker 116 Yacht
At 116ft, this is the smallest of Sunseeker's superyacht line. The yacht was big on interior space and big-boat features, including a spa pool, main deck owner's cabin and large flybridge. Its main salon offered panoramic sea views.

PHOTOGRAPHY: RICKY ROBINSON; COURTESY OF OWNER; COURTESY OF SUNSEEKER

> **"I'm basically a passionate project manager at heart, and when the project is finished, I feel like I've lost a best friend"**

feel more comfortable in for long periods of cruising. Building the Benetti has been one of my life's great experiences. I met (the late) Mr Vitelli, we had lots of fun, ate a lot of pizza and drank a lot of Italian wine. They make the build process very pleasant."

He was an engaged owner. "We built a fantastic advisory team headed by Guy and James at Hutchinson Yacht Consulting [HYC]," he says. "We held regular design and progress meetings in Italy." He also pays tribute to his project manager and captain, Jack Summers, and broker and friend Harry Bristow-Holmes. "HYC brought huge credibility and mega yacht experience to our project, as they had traditionally only worked with Feadship and Lürssen. Benetti even nicknamed the project the 'Little Lürssen'! Does that sound a bit demeaning?" he asks.

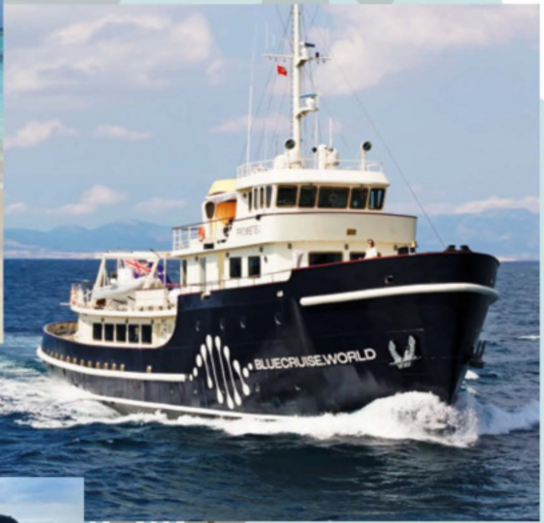
They moved the main cabin around and changed the seating on the aft deck, then played with different finishes. Mark Whiteley was involved, as was Bonetti/Kozerski for the interior and, by the time they'd finished with the options list, they'd racked up €4.5 million ($5.1m) in extras alone. But it has been money well spent, Owen reckons. "I believe I have the most detailed and best optioned Oasis out there."

Above: Owen DJing on the Oasis Deck aboard *Maverick*. Above left: the aft deck dining area. Owen wanted a spacious yacht for family and friends, with comfort for extended cruising. Above right: Owen and friends aboard his wallytender48X

All the same, his mind is already working on the next yacht project. "I'm basically a passionate project manager at heart, and when the project is finished, I feel like I've lost a best friend," he says. "So I'm currently considering Benetti's new 57-meter [187-foot] B.Yond. It would be nice if I had a boat that was ice capable, so we're talking about it this year. I am keen to work with Benetti again."

Owen's beloved Wally chase boat is being retired in favor of a new Technohull Alpha 50. It's no reflection on the design or the brand – more a question of where to find gas while cruising. He's taking delivery of a new Technohull this spring, and is very excited about it. "It has Volvo inboards, running on diesel. The Benetti has 55 tonnes [61 tons] of fuel with a bowser, so we can just fill the chase boat up whenever we need."

Either way, it tells you something about the man. "I believe in having a good chase boat," he says. "Something very sexy with a presence of entry, like coming into a grand home. Something to take me from Villefranche up to Monaco with great ease, or guests from Formentera to Ibiza in comfort and style." In other words, a calling card for a true maverick. ◻



TOBIAS REICHMUTH

Yacht: *Prometej*
Length: 149ft
Year: 1957
Location: Anguilla

You've done a lot of miles lately! How's the yacht running?
Better than we expected. We're using about 25 percent less fuel than we anticipated. We did a lot of testing before we bought the boat in the Med and were burning around 34 gallons an hour at 10 knots, but since buying the boat, servicing the engines and changing the turbos, we're now down to 26 gallons an hour at the same speed.

This is your first big yacht. What's the learning curve been like?
There's really been two parts of the trip so far. We left Croatia on March 18, so a little behind schedule, and the first part was all about problem-solving, with a high degree of involvement from me and my partner, Alexandra. It was quite stressful. We left with a boat that was fit-for-purpose safety-wise, but the paint was not quite finished, the furniture was not secured properly, the internet wasn't working as it should have because the Starlink antenna was in the wrong place, and the air conditioning was in and out. We also had to replace our captain. Every day I was waking up thinking, "OK, what's today's problem going to be?" But we've shaken out all those problems, and since then we've been running very well. Like you said, a steep learning curve!

Were you concerned about the Atlantic passage?
I wasn't afraid at all. *Prometej* has been on the water close to 70 years and I assume she's seen a lot worse than what the Atlantic threw at us. All the technical systems we had tested and were confident in. We had a weather consultant too, who kept us away from any worrying weather systems. We did have a small engine issue, which meant we had to slow down to five knots, and at that speed the stabilizers are much less effective, which we definitely felt! But the crew sorted it quickly. *Prometej* is a ship, which means things are fixed with a hammer instead of a software upgrade. There's some comfort in that.

What's the plan now?
We're island-hopping up the Caribbean chain and will travel up the East Coast of the US and plan to be in Greenland in August, when we'll have a roughly six-week window to do the Northwest Passage. That's our only fixed date. We're largely meandering otherwise. If we like an island, we'll stay; if we don't, we'll leave. We've got guests coming and going too, which often means we have to be near various airports at certain points.

Does the boat need more work?
We need to stop in the US to replace the galley floor and some piping needs to be changed out. We'll also bring on a hardcore Zodiac tender, which we'll need for the ice. We couldn't find a new one in time, so we found a guy selling one up in Canada!

PHOTOGRAPHY: COURTESY OF OWNER: ADRIANO KARABATIC; GETTY IMAGES; HANS OTT ON UNSPLASH

Members' Logbook

A first yacht, a recent crossing and Red Sea marvels — owners share their latest adventures and future plans

TOM SCHRÖDER

Yacht: ***Lt. Pete Maverick Mitchell***
Length: 145ft
Year: 2024
Location: Finland

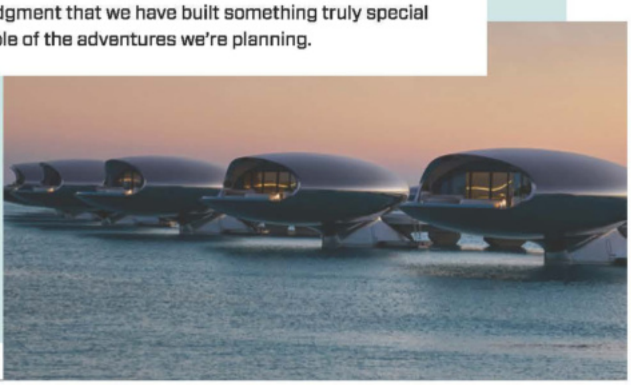
What's Finland like to cruise?
Unbelievable — there's something like 170,000 islands! I'm not sure who counted them all, but that's what we've been told. But it's not as many as Sweden, which has something like 270,000. It's very cool how many there are. They're everywhere, these tiny little rocky, forested islands. Importantly, there are some very nice golf courses too!

And before that, you cruised into the heart of London...
That was very special, having Tower Bridge open for us. I'm not sure the motorists caught on either side were terribly happy about it, but we loved it. That has been one of the highlights of the trip so far.

How long have you been on board?
We've been cruising five months so far. We were down in the Red Sea at the start of the year, which was a mind-blowing experience. I had no expectations, but we were all very impressed. You can visit these historic towns in the desert, and the diving and sand islands are spectacular. We went to a few hotels, including Shebara Resort, which has these UFO-like pods hanging over the water, and a place called Desert Rock, where the rooms have been dug into some amazing red cliffs. We visited the AlUla cultural site, too.

Where are you headed after Finland?
We'll go round southern Sweden and Norway and up to Svalbard and the North Pole. After that, we'll cross to Iceland and Greenland. In all, we'll spend about two and a half months in the Arctic. The family is loving it so far.

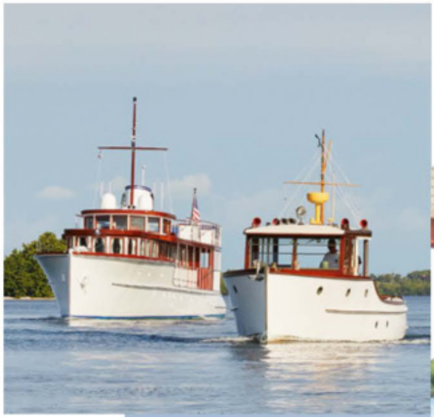
Congratulations on your World Superyacht Award!
Thank you. We were very pleased to receive such a prestigious acknowledgment that we have built something truly special and capable of the adventures we're planning.



MY LIFE IN BOATS

Charles Modica

This lifelong sailor tells *Kate Lardy* he has no regrets — no matter the cost...



"Offshore, the problems of the world don't seem to follow you"

My first boat was a Sailfish that I built with my dad when I was 13. I grew up on Long Island's South Shore and in high school I started a water taxi company to take people from one town to another on nearby Fire Island, where there are no roads. In 1964, the government declared it a National Seashore and eliminated the Jeeps that were transporting people. I was in the right place at the right time and for a while I had a monopoly with 14 boats when I was in college.

After that, I've boated for pleasure, mostly sailing. Today I have *Charm*, a 70-foot aluminum ketch that was made by Abeking & Rasmussen in Germany. That boat stays up in Newport. I used to sail my boats back and forth from Florida to New York but, you know, time is running out as you get older. What I love about cruising is the peacefulness of it. You leave the world for a little while. When you get more than 10 to 15 miles offshore, the problems of the world don't seem to follow you. A funny memory from one of my earliest sails up the coast was the night we were all below deck with the radar alarm on, and suddenly we heard thumping on deck. We all kind-of said, "What the hell?" We went up and saw probably 100 flying fish flopping around. We feasted on flying fish at 3:30 in the morning that night.

I also own *Honeyfitz* and *Bystander*, which I keep in Jupiter, Florida. *Honeyfitz* was a presidential yacht that I restored to JFK's era. When I bought her, I saw that we had one shot at preserving history, as once a boat gets too far into disrepair, there is no way back. But if I knew what it was going to cost ahead of time, being of a somewhat sound mind, I probably would have said no can do. The last two years of the four-year project I didn't want to know. I told the captain to keep going, do it the right way, and on the first day it was back in the water to hand me an envelope with the total cost. I said if it comes out the way I think, I'm going to look at the boat, open the envelope and say it was worth it. And that's exactly what I did. The number was higher than I thought it would be, by the way, but you go around just once in life. I have no regrets.

Bystander was commissioned by Harold Vanderbilt to tow sailboats to America's Cup races. She served the New York Yacht Club, I believe, until 1958. Unlike *Honeyfitz*, she had been immaculately restored by her previous owner when I saw her at the Newport boat show. I wasn't looking for a boat that weekend but *Bystander* was a head-turner and I bought her within two hours. No regrets there either. I love the history of these boats, but I also appreciate their lines. *Bystander* is almost a miniature *Honeyfitz*. They were built by different yards, but at the same time, 1931 and 1930. Modern boats with their department-store-size windows are just not nautical enough for me. They don't look like the boats I grew up with.

These days I do a lot of sailing in the summer months with *Charm*, and on Sundays, I race Sunfish on Shelter Island with the Menantic Yacht Club. I have probably just as much fun doing that as I do on these megayachts. I've come full circle, back to my youth on the Sailfish.

Top: *Honeyfitz* and *Bystander* with Charles at the helm of the latter. Above: Sunfish racing at the Menantic Yacht Club. Below: with football legend, friend and business partner Joe Namath, who shares his passion for boating

PHOTOGRAPHY: JEN SCOTT PHOTOGRAPHY; ROBERT HOLLAND; COURTESY OF OWNER; CARMEL BRANTLEY

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THE 2025 WINNERS

Owners, designers and builders gathered from around the globe to attend the 20th annual World Superyacht Awards. Overseen by an independent panel of judges, there is no higher industry accolade than winning a Neptune. The ceremony itself is spectacular too — this year's took place at the Arsenale di Venezia, once the hub of Venetian shipbuilding. Here we reveal 2025's winning yachts...

>>

THE JUDGES

CHAIRMAN OF THE JUDGES:
Richard Raper, owner of a 127-foot sailing yacht

Carlos Ancira, owner of a 148-foot motor yacht

Alan Dabbiere, owner of a 197-foot motor yacht

Bill and **West Duker**, former owners of a 171-foot motor yacht and a 230-foot sailing yacht

Joaquín Folch-Rusinol, owner of a 122-foot motor yacht

Barry Houghton, former owner of a 148-foot motor yacht

Steve Ladas, owner of a 121-foot motor yacht

Roger Lean-Vercoe, former Chairman of the Judges

Victor Muller, former owner of a 116-foot motor yacht

Udo Müller, owner of a 246-foot motor yacht

Jan-Eric Österlund, former owner of a 179-foot sailing yacht

Ilia Rigas, owner of a 164-foot sailing yacht

Steve Rigby, owner of a 102-foot motor yacht

Kim Schindelhauer, owner of a 108-foot sailing yacht

Anil Thadani, owner of a 148-foot motor yacht

Paola Trifirò, owner of a 79-foot motor yacht

Harry Vafias, owner of a 151-foot motor yacht

Kim and **Sebastian Vibe-Petersen**, owners of a 177-foot sailing yacht and a 171-foot sailing yacht

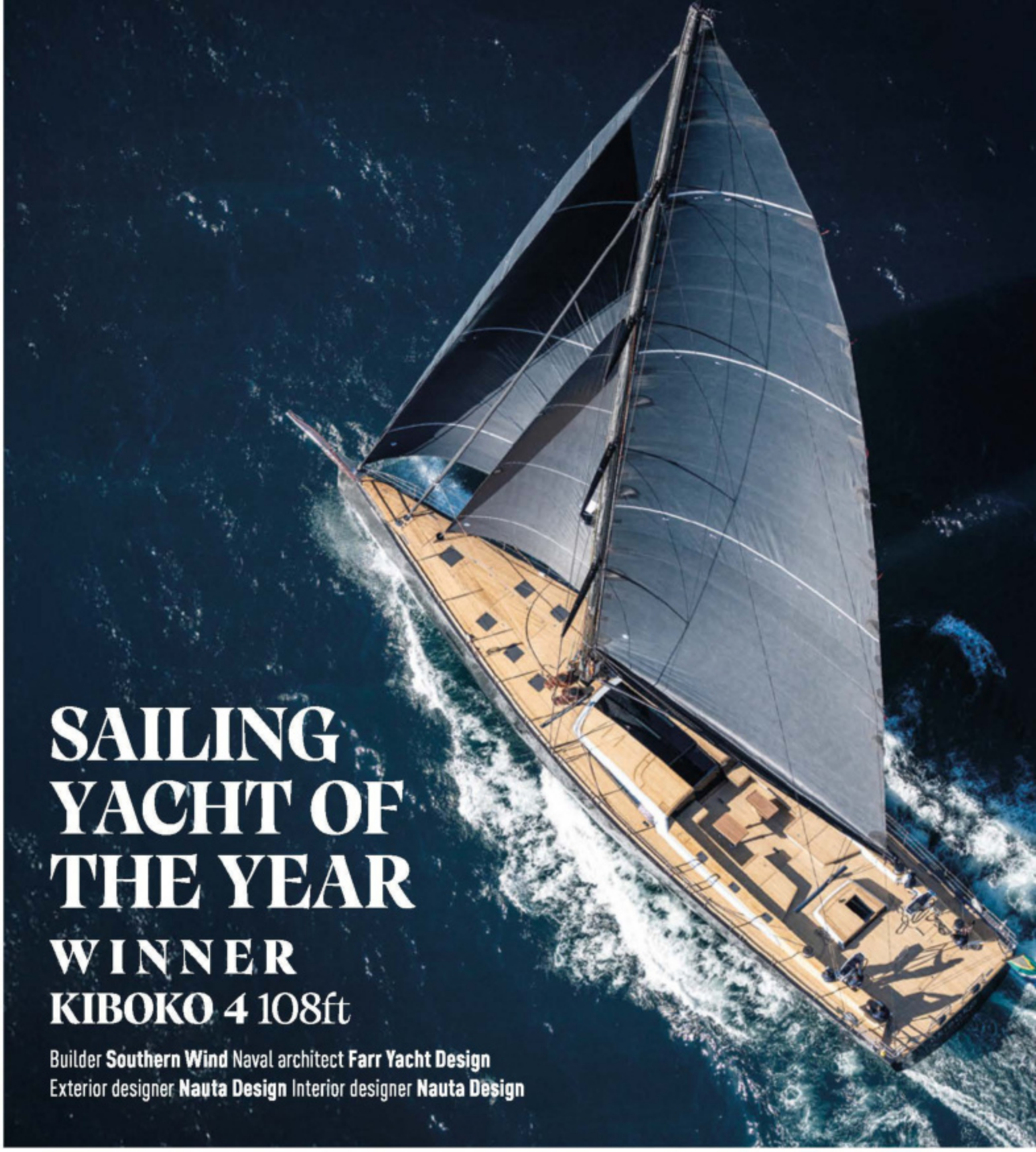
Marco Vögele, owner of a 110-foot sailing yacht

Matthew Voorhees, owner of a 151-foot motor yacht

Steve Watson, owner of a 194-foot motor yacht and a 167-foot motor yacht

Peter Wilson, founding partner of yacht project-management company MCM

Jörg Wolle, owner of a 127-foot sailing yacht



SAILING YACHT OF THE YEAR

WINNER

KIBOKO 4 108ft

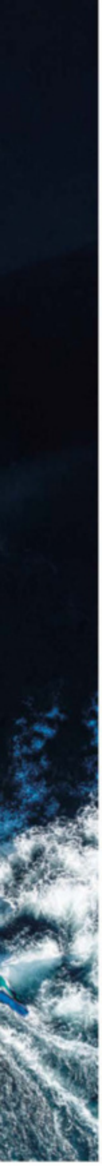
Builder **Southern Wind** Naval architect **Farr Yacht Design**
Exterior designer **Nauta Design** Interior designer **Nauta Design**

K*iboko 4* stands as a testament to modern sailing excellence, meriting the title of Sailing Yacht of the Year. As the second hull in Southern Wind's SW108 series, *Kiboko 4* showcases advanced design and engineering. The yacht features a lifting keel and a performance-oriented sail plan and rigging package, reflecting a commitment to both cruising comfort and competitive racing capabilities.

Commissioned by an experienced owner embarking on their first high-performance yacht, *Kiboko 4* is designed for both family cruising and competitive racing. This is the owner's fourth Southern Wind yacht, and plans include transatlantic voyages and participation in regattas, highlighting the yacht's versatility. *Kiboko 4* follows in the footsteps of her predecessor, *Gelliceaux*, a St Barths Bucket regatta winner her first time out, which underscores the yacht's potential for exceptional performance in competitive settings.

Kiboko 4 stands out in the looks department as well. Her exterior and interior design by Nauta Design exudes a dynamic and bold aesthetic. The dark hull and mast enhance her visual appeal, and her clean deck layout is functional and aesthetically pleasing. An innovative opening transom reveals a tender garage accommodating a 16-foot tender. This design also transforms the stern into a beach club, enhancing the onboard leisure experience. The nautical-inspired interior is contemporary, pairing light oak with subtle touches of walnut, along with upholstery crafted from handwoven Mallorcan fabrics.

Collectively, these innovations position *Kiboko 4* as a significant evolution in Southern Wind's yacht offerings, blending enhanced performance with modern design and functionality.



MOTOR YACHT OF THE YEAR

WINNER

KISMET 400ft

Builder **Lürssen**
Naval architect **Lürssen**
Exterior designer **Nuvolari Lenard**
Interior designer **Reymond Langton Design**

This 400-foot superyacht crafted by Lürssen has garnered significant and well-deserved attention and acclaim, so it's no surprise that our judges deemed her worthy of being named Motor Yacht of the Year. *Kismet* stands out with her exceptional design and craftsmanship and extraordinarily detailed interior.

Kismet's exterior, designed by Nuvolari Lenard, showcases sleek lines and a striking profile ending with a leaping jaguar on the bow and a sculpted mast. Expansive side decks akin to the promenade decks on classic ships afford seamless passages around the yacht. Meanwhile, Reymond Langton Design has curated a spellbinding interior where not an inch is overlooked. A grand entrance atrium sets the tone for the opulence found within. The design seamlessly blends influences ranging from Versailles to art deco with modern elements, creating an ambiance of timeless elegance. Her spacious layout accommodates up to 12 guests across eight cabins.

Designed for her owner's private use as well as charter, *Kismet* boasts outstanding lifestyle features and amenities, including a swimming pool, beach club, indoor cinema/underwater viewing room, and an award-winning spa and wellness area with hammam, sauna and cryotherapy chamber. The "Tron" corridor leads guests to the 1920s-inspired cinema through the gleaming engine room, offering the sensation of traveling through time. Designer Pascale Reymond aptly calls it "storytelling through design." Collectively, these attributes – meticulous design, innovative features and exceptional charter amenities – underscore *Kismet*'s deserving status as Motor Yacht of the Year.

PHOTOGRAPHY: ORIOL ESTEVE | PHOTO NAUTIC; JARMO POHJANIEMI

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SEMI-DISPLACEMENT OR PLANING MOTOR YACHTS, 30M TO 39.9M

WINNER

AB110 111ft

Builder **AB Yachts**
Naval architect **AB Yachts**
Exterior designer **Archea Associati**
Interior designer **Archea Associati**

The top yacht in this category, the speedy AB110 zoomed ahead of the pack. The judges noted its good quality, impressive performance and the interior's overall elegance and comfort. "It's stylish, sexy and it has great speed," one judge said. Indeed, the AB110 reaches a top speed of 45 knots, while two next-generation Seakeeper gyrostabilizers afford a smooth ride.

The first yacht in AB's Sportfly series, the AB110 has an extended flybridge accessible via two external staircases and generous volume. Ultra-light yet heat-resistant glass lowers the air-conditioning power consumption. Carbon fiber inside and out was chosen for its looks and light weight. At night, the yacht's well-considered lighting plan makes her stand out at anchor. A four-foot, three-inch draft means she can access shallow bays with ease.

The judges noted the excellent space planning inside the light and bright "loft-like" interior. Enhancing the design's holistic nature, teak flooring flows from the beach area to the aft deck and into the main salon, wheelhouse and staircase leading to the lower deck. Below deck, the yacht has a central full-beam owner's cabin with a walk-in wardrobe, a full-width VIP forward and two twin guest rooms.

SEMI-DISPLACEMENT OR PLANING MOTOR YACHTS, 40M TO 49.9M

WINNER

SAN 148ft

Builder **Alia Yachts** Naval architect **Lateral Naval Architects**
Exterior designer **Sinot Yacht Architecture & Design**
Interior designer **Sinot Yacht Architecture & Design**

The winner in this category, *SAN* dazzled the judges with her creative layout, sleek lines and striking interior details. "This is so wonderfully different. It changes your thinking about what is possible in a yacht layout," one judge said of the unique main deck arrangement. With one large open-plan room, *SAN* offers uninterrupted sightlines from the aft cockpit to the bow lounge, meeting the owner's brief for panoramic views from the salon.

SAN's designers were challenged by creating this expansive space while also keeping the yacht's exterior as low profile as possible. They lowered part of the ceiling to accommodate the pilothouse, and recessed the seating area a few steps lower than the main deck – which provides a ceiling height of over seven feet in the main salon. The sunken living room enhances the salon's open feel, with light flowing in through floor-to-ceiling windows with narrow mullions. Bulwark cut-outs allow guests to enjoy the views even when seated.

The judges also praised the "gorgeous" staircase and the combination of teak, stained oak and eucalyptus. Tan leather complements the woods, with all materials chosen for aesthetics, durability and low maintenance.

PHOTOGRAPHY: MAURIZIO PARADISI; RED CHARLIE MEDIA; GUILLAUME PLISSON; RUBEN GRIFFIOEN

SEMI-DISPLACEMENT OR PLANING MOTOR YACHTS, 50M AND ABOVE

WINNER

SANTOSHA 186ft

Builder **Heesen Yachts** Naval architect **Heesen Yachts/Van Oossanen Naval Architects**
Exterior designer **Omega Architects** Interior designer **Harrison Eidsgaard**

Impressed by its 22.7-knot top speed, well-thought-out general arrangement and excellent build quality, the judges crowned *Santosha* class winner. She is the first in Heesen's new 57-meter (187 feet) aluminum class. Built on the Fast Displacement Hull Form by Van Oossanen Naval Architects, she is IMO Tier III-compliant. Optimized for efficiency, *Santosha*'s power and fuel consumption are up to 50 percent lower than a conventional steel yacht.

Despite her nearly 800GT volume, *Santosha* appears sleek and elegant. Omega Architects achieved her elongated looks by shaping a low-profile superstructure and extending the raked bow. A concave transom makes *Santosha* visually distinctive and gives guests more space on the swim platform.

Santosha is the first custom build for owners who had chartered for more than 20 years, and the judges noted how they were able to take what they learned from chartering and create a yacht to suit their needs. "She does exactly what the owners wanted," one judge said. They sought a soothing, uncluttered interior that is as comfortable and liveable as it is good-looking. Heesen created the custom cabinetry, which is complemented by bespoke pieces.

JUDGES' SPECIAL AWARD

SEMI-DISPLACEMENT OR PLANING MOTOR YACHTS, 50M AND ABOVE

SPECIAL ONE 171ft

Builder **Royal Huisman** Naval architect **Vripack**
Exterior designer **Vripack** Interior designer **Vripack**

In this category, the judges deemed one yacht so spectacularly different that she deserved a Judges' Special Award. "She is truly special!" one judge said. "This yacht is so unusual, so different and so successfully done."

At 171 feet, she is the world's largest true sportfisher, featuring the lines of a traditional sportfisher with a 45-degree flared bow. Performance and fishability were key to the brief, with a 30-knot top speed the goal. Vripack, which designed the yacht inside and out while also completing the naval architecture, needed to consider the yacht's multi-generational guests, who were not all there to fish. As such, multiple mezzanine decks overlook the 323-square-foot fishing cockpit, which is outfitted with a custom fighting chair, two live bait wells and a pair of capacious insulated fish boxes.

Beyond her fishing abilities, *Special One* is every bit a superyacht, with a main-deck owner's cabin, a luxurious interior and a foredeck lounge with a cinema screen, DJ set-up and disco lights. The Focal & Naim sound system suits her music-loving owner, and innovations include the first pneumatic lift on a yacht as well as a custom air intake system designed by Vripack for the engine room.

DISPLACEMENT MOTOR YACHTS, 499GT AND BELOW, 30M TO 34.9M

The winner in this category impressed the judges with her excellent build quality and ability to blur the lines between superyacht and explorer. As the third hull in Cantiere delle Marche's RJ class, *Pazienza* combines sporty lines and an aluminum superstructure with a rugged and highly capable steel hull. This is what drew the owner, who was seeking adventure and comfort in equal measure. The yacht has an impressive range of more than 7,000 nautical miles when cruising at 10 knots.

The judges were fans of the yacht's dynamic profile and fluidity between indoor and outdoor living. Extensive glass floods the interior with natural light, even in the bulwarks to further open views from inside, while the open stern design offers visual continuity with the seascape. The interior has an elegant yet soothing ambiance employing a purposely limited number of materials in a neutral palette. The floor is covered in bleached oak in a satin finish while custom furniture in a stained oak contrasts with dark gloss finishes and detailing.

Pazienza's tender storage is customized with space for two tenders, one that can be stowed on the upper deck aft and another in a dedicated stern tender garage accessed through a starboard hatch. It also houses a wide array of water toys.

WINNER
PAZIENZA 114ft

Builder **Cantiere delle Marche**
Naval architect **Hydro Tec**
Exterior designer **Francesco Paszkowski Design**
Interior designer **Francesco Paszkowski Design**

DISPLACEMENT MOTOR YACHTS, 499GT AND BELOW, 35M TO 39.9M

"This company has done an amazing job in pivoting from go-fast boats to cruisers," one judge said of Mangusta, the builder of the Oceano 39, which took the top spot in her class of displacement yachts. The Oceano 39's build quality, layout, volume and value led the judges to award her the win. The entry-level offering in the Oceano long-range displacement line, the tri-deck yacht has a volume of 330GT. Powered by twin 1,700-horsepower MTU 12V 2000 M86 engines, she has a top speed of 15 knots, cruises at 12 knots and has a range of 2,250 nautical miles at 10 knots.

The judges also praised the interior styling, which showed consistency in materials. Ample floor-to-ceiling glass is used on the superstructure, allowing more light and also opening up the interior with sliding sections.

The judges were also taken by the yacht's outdoor living areas. "This is a very enjoyable yacht," one judge commented, referring to the beach club as well as the foredeck lounge, which features loose furnishings, fixed sunbeds and a pool forward. The pool is finished with a glass bottom, allowing sunlight to illuminate the owner's cabin on the main deck below. The beach area also includes a garage to stow a Williams DieselJet 505 tender and a davit system.

WINNER
MANGUSTA OCEANO 39
129ft

Builder **Mangusta – Overmarine Group**
Naval architect
Overmarine Group
Exterior designer
Alberto Mancini / Overmarine Group
Interior designer
Overmarine Group

DISPLACEMENT MOTOR YACHTS, 499GT AND BELOW, 40M TO 45.9M

WINNER

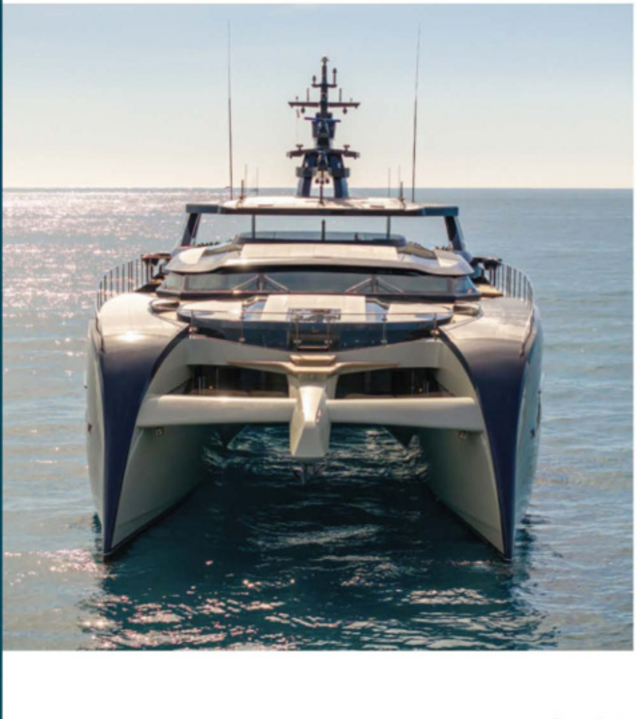
LT PETE MAVERICK MITCHELL 145ft

Builder **Cantiere delle Marche**
Naval architect **Hydro Tec**
Exterior designer **Hydro Tec**
Interior designer **Francesco Paszkowski**
in collaboration with **Margherita Casprini**

The winner of this displacement category caught the judges' attention for her immense customization. Built for a multi-year round-the-world journey, the Cantiere delle Marche Flexplorer 146 will serve as a home for the owners, requiring that she be capable of long-range voyages and be well suited for both polar and tropical conditions. She has a 12mm steel-plate belt wrapped around the waterline to enhance her abilities in ice conditions, and both active and passive stabilization systems to ensure comfort at sea. The A-frame crane on the aft deck has a high load capacity of 4.4 tons to handle a very large tender and a raft of water toys.

The yacht's exterior gives the angular lines of the Flexplorer series some softer curves and playful design elements, with inspiration drawn from the aerodynamic tail fins of Grumman F-14 Tomcat fighter jets. Inside, the yacht has a novel layout proposed by the owners, which includes an owners' apartment specially designed for the needs of their children.

PHOTOGRAPHY: GUERRIERI VISUAL; MAURIZIO PARADISI; TOBI HOLZWEILER



JUDGES' COMMENDATION

SEAWOLF X 140ft

Builder **Rossinavi**
Naval architect **Rossi Engineering Design & Services**
Exterior designer **Fulvio De Simoni Yacht Design**
Interior designer **Meyer Davis**

No expense was spared in creating this daring catamaran concept. The judges felt *Seawolf X* deserving of recognition for its creativity and attention to detail. "She's unique, innovative and pushes the boundaries of its class," one judge said of the first hybrid-electric multihull from Rossinavi. Another judge praised the unusual design details, such as the retractable cover that reveals a recessed foredeck lounge with a pool. The aluminum yacht is engineered with an AI-driven system to optimize energy consumption and enhance comfort. She can operate entirely on electric power for day trips and can sustain up to 80 percent electric propulsion during transatlantic crossings.

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DISPLACEMENT MOTOR YACHTS, 499GT AND BELOW, 46M AND ABOVE

WINNER
M 154ft

Builder **Sanlorenzo**
Naval architect **Sanlorenzo**
Exterior designer
Francesco Paszkowski Design
Interior designer **Studio Indigo**

The judges gave this Sanlorenzo high scores and praised its interior by Studio Indigo and its well-planned, customized layout. This includes "a very nice master," as one judge remarked about the main-deck cabin with its fold-down balcony.

One example of the customized layout is in the owners' suite, where a wall was removed to move the bedroom closer to the window, freeing up space for a cozy seating area with a balcony view. The en suite was transformed as well, with an angled wall used to expand the size of the shower. On the lower deck, a guest lobby was added, and the beds in the cabins were oriented to face the direction of travel for enhanced comfort. The calming interior design features a Scandinavian motif, with light eucalyptus wood paneling, which gives a bright, warm and contemporary feel.

Part of Sanlorenzo's 500EXP series, *M* combines stylish design with excellent functionality, including a helideck aft. The owners were drawn to this yacht for its long range and tender- and toy-carrying ability. They like to entertain and wanted outdoor spaces able to transform for intimate gatherings or parties with DJ set-ups. They also placed importance on hidden, intuitive technology, working with Vision and Sound to integrate speakers and televisions that disappear.

DISPLACEMENT MOTOR YACHTS, 500GT TO 1,499GT

The judges chose the "extremely well executed" Feadship *B* as the category winner. The owner's brief called for a focus on privacy, sustainability and wellness. For privacy, a dedicated owner's apartment is on the upper deck, with a cabin, massage room, cinema lounge and aft deck living area.

B is the first Feadship with solar panels, which are nearly imperceptible against the blue-gray paint. *B* also features an electric propulsion system that provides noiseless navigation and optimizes power demands. The system combines diesel engines with electric drive technology for enhanced fuel efficiency, reduced emissions and a quieter, smoother cruising experience. A waste heat recovery system also reduces overall energy consumption.

The yacht's exterior has sober, clean lines. Up top is a private observation deck. Another owner priority was to have distinct dining areas so it felt like eating in a different restaurant every night.

WINNER
B 195ft

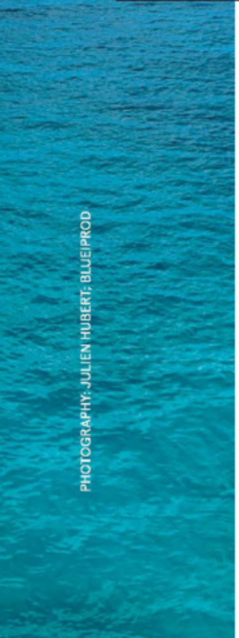
Builder **Feadship**
Naval architect **Azure Yacht Design & Naval Architecture**
Exterior designer **Studio De Voogt**
Interior designer **Sinot Yacht Architecture & Design**

WINNER

KISMET

400ft

Builder **Lürssen**
Naval architect **Lürssen**
Exterior designer **Nuvolari Lenard**
Interior designer
Reymond Langton Design



PHOTOGRAPHY: JULIEN HUBERT, BLUEIPROD

DISPLACEMENT MOTOR YACHTS, 1,500GT AND ABOVE

All the judges were impressed with the level of execution they saw on board *Kismet*, making her an easy choice for the winner of the largest displacement yachts category. "The design density on that boat is amazing; every single detail was considered," one judge said of the owner's third vessel with Lürssen and the third designed by Reymond Langton.

The detail-rich interior is conceived to give a sense of enchantment, featuring pieces from companies like Based Upon. *Kismet*'s grand staircase, which holds a 20-foot Venetian Murano glass chandelier, reflects light beautifully. A full-beam owners' suite spanning two decks is adorned in gold finishes. Four fireplaces, which run on bioethanol, are framed in ornate gold finishes, and there are two external fire pits. Furthermore, transforming the helipad on the foredeck creates sports courts that accommodate pickleball and basketball.

For his new Lürssen, the owner also sought to utilize groundbreaking technology and systems. This includes a cutting-edge hybrid powertrain, with a full-electric mode. *Kismet* also has a heat recovery system in the generators for pool water heating.

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REFITTED YACHTS, 499GT AND BELOW

When considering the smaller set of refit yachts, one boat sailed beyond the rest. The judges noted the extensive work done to transform *Ravenger*, with one judge saying, "it's much more than a cosmetic refit." The world's largest full-carbon sloop has become in essence a new boat, with her capabilities optimized from pure cruiser to an able racer-cruiser. The refit has given *Ravenger* more sail power, facilitated by extending the bowsprit by nearly five feet, updating the rig and the sail plan from a pinhead to square top configuration and flying larger sails. New winches provide faster line speeds and save 3.3 tons of weight, and the furlers were moved below deck.

Working with designer Jarkko Jämsén, who has designed other yachts for this owner, *Ravenger* now sports a new streamlined cockpit bimini, a new helm bimini and custom helm pedestals. The cockpit itself was resurfaced in teak, and the social area forward of the helm was also redesigned. Aesthetic exterior updates included giving the boom a two-toned color for visual lightness.

Design Unlimited, the design team that created the yacht's original detail-rich interior (when she was *Pink Gin VI*) brought an entirely different atmosphere to *Ravenger*. While the GA was maintained inside, the decor has a new minimalist and serene Scandinavian-style aesthetic incorporating oak, natural stones and supple leathers all chosen for their timeless appeal. A breakfast bar replaces a piano in the revised split-level salon. *Ravenger* also benefits from noise reduction technologies that Baltic Yachts has developed since the yacht's original launch in 2017.

WINNER
Ravenger 177ft

Original builder **Baltic Yachts**
Refit yard/management **Baltic Yachts**
Naval architect **judel/vrolijk & co**
Exterior designer **Aivan**
Interior designer **Design Unlimited**

WINNER

Alfa G 197ft

Original builder **Oceanco**
Refit yard/management **G&K Yachting**
Naval architect **Oceanco**
Exterior designer **Winch Design / Oceanco**
Interior designer **Alexandre Thiriat**

REFITTED YACHTS, 500GT AND ABOVE

Along with applauding the results of the refit, the judges appreciated the story behind this winner. "The current owners built the boat originally and came back to it years later, and they have given another decade – at least – of life back to it," one judge noted. They also appreciated the interiors' very high quality and the nine-month timeline.

The original builder, Oceanco, oversaw the exterior refit at G&K Yachting in Greece. Oceanco provided technical and naval architecture support, which involved researching and upgrading the yacht's stability, enhancing engineering systems, creating a new mast design and advising on the propeller design. G&K Yachting retrofitted state-of-the-art navigation, A/V and propulsion systems into the yacht's older framework. The refit also included installing new Caterpillar generators with a urea after-treatment system, new sewage treatment plant, new security systems and a full bridge upgrade.

Alfa G shows off a cool black paint job, which complements the high-quality monochrome, art deco interior by Alexandre Thiriat. "You can see where the money went on this refit," the judges noted. Modern art and intricate textures add to a sense of restrained richness. The refit redesigned the layout to suit the owners' current needs while maintaining the original structures.

JUDGES' COMMENDATION

SAMADHI 200ft

Original builder **Feadship** Refit yard/management **Feadship/Luxury Projects**
Naval architect **Feadship De Voogt Naval Architects**
Exterior designer **Studio de Voogt** Interior designer **Laura Pomponi - Luxury Projects**

A Judges' Commendation went to *Samadhi*'s refit. "They took a classic Feadship and restored it immaculately so she looks new," one judge said. The refit focused on converting a traditional Feadship into a modern, sporty vessel optimized for charter. New features, such as a swimming pool, spa with ice bath and a DJ area, modernize the yacht. The lazarette became a multi-functional space that serves as both a beach club and toy stowage.

Impressive, the judges noted, was the refit team's ability to complete the project in a tight timeframe of six months. Beyond cosmetic and functional changes, *Samadhi* underwent a full electrical survey to identify power wastage, which resulted in lowering the fuel consumption and requiring fewer generators to be online at once.

PHOTOGRAPHY: GILLES MARTIN-RAGET; ORIOL ESTEVE | PHOTO NAUTIC

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SAILING YACHTS

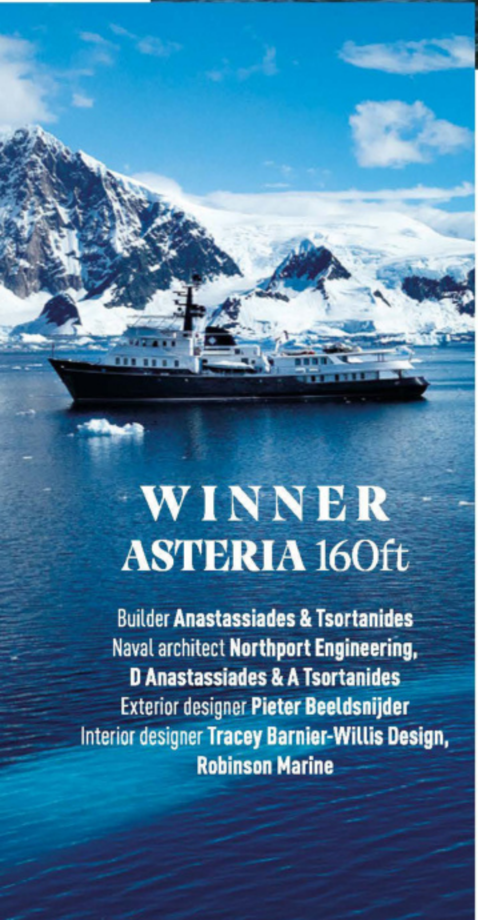
The judges lauded this winner as a "true bluewater boat – that you can race as well!" For this second hull in Southern Wind's 108 series, Farr Yacht Design refined the platform with a focus on weight optimization, performance and an increased sail plan. Built with a fully carbon hull, deck and bulkheads – along with a high-modulus carbon mast and boom and titanium deck fittings – *Kiboko 4* has a light displacement of 76 tons.

The performance envelope was optimized for Mediterranean conditions and occasional racing under the ORCsy measurement and handicapping system. She flies 6,534 square feet of sail upwind and 13,864 square feet downwind. A lifting keel and a twin-rudder configuration aid in speed and agility. The twin rudder means *Kiboko 4* can race at a high heel angle, yet the flexible sail allows reducing power when cruising. This suits her owners, as she will primarily be a family boat for Med summers before exploring the Caribbean.

The coachroof is covered in wood and a natural wood from sustainable forestry covers the deck. The judges noted *Kiboko 4*'s unique twin-fold transom, which transforms into a beach club. The salon windows and furniture let in natural light, which casts a glow over the welcoming Mediterranean-inspired interior.

WINNER
Kiboko 4 108ft

Builder **Southern Wind**
Naval architect **Farr Yacht Design**
Exterior designer **Nauta Design**
Interior designer **Nauta Design**



WINNER
ASTERIA 160ft

Builder **Anastassiades & Tsortanides**
Naval architect **Northport Engineering, D Anastassiades & A Tsortanides**
Exterior designer **Pieter Beeldsnijder**
Interior designer **Tracey Barnier-Willis Design, Robinson Marine**

VOYAGER'S AWARD

The Voyager's Award recognizes the yacht that has made the most inspiring journey. This year's win goes to expedition vessel *Asteria*, which visited both the Arctic and Antarctic in a journey of more than 24,000 nautical miles.

After *Asteria*'s full refit in Greece, she headed across the Med in February 2024 and then north through the Norwegian fjords. In June, battling thick fog and unpredictable conditions, *Asteria* reached Svalbard with its towering glaciers, polar bears, walruses and reindeer and Arctic foxes on the tundra. From Svalbard, *Asteria* made her way to London in September and then crossed the Atlantic with stops in New York and Boston, before setting course for the Falkland Islands. After a 50-day journey southward, *Asteria* reached Stanley on Christmas Day amid 80-knot winds.

The journey continued with a five-day crossing to South Georgia. There, colonies of king and macaroni penguins, elephant seals and fur seals thrived against a glacial backdrop. Next came Antarctica. Along the way, gale winds of up to 99 knots raged. During the Antarctic summer, *Asteria* saw weather from bright and sunny to blizzards.

Throughout, *Asteria* encountered signs of a changing climate: retreating ice, displaced wildlife and unpredictable weather. *Asteria*'s journey underscored one truth: these polar realms are profoundly different and essential to preserve. Their silence, scale and raw beauty offer a powerful call to action – to protect what remains of earth's wild frontiers.

PHOTOGRAPHY: FRASER EDWARDS; ALESSANDRO GUERRIERI

JUDGES' SPECIAL AWARD

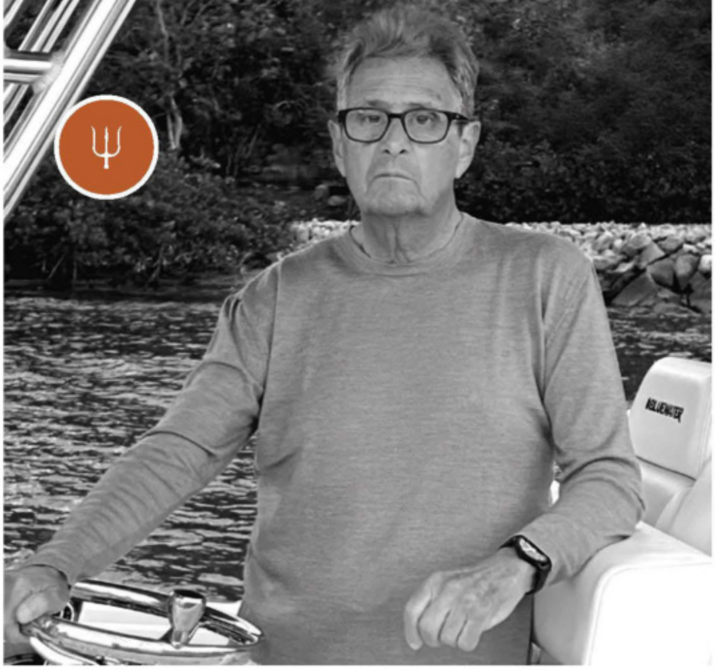
A Judges' Special Award goes to the 167-foot *Northern Sun* for its service to marine science. Between September and October 2024, the yacht served as a mobile research platform for marine science and conservation in Indonesia.

Two scientific expeditions took place on board in collaboration with Indonesian universities. The first, led by National Geographic explorer Alexis Chappuis and his NGO Unseen, focused on Mesophotic Coral Ecosystems – rare, deep-sea coral habitats. Supported by scientists from Universitas Pattimura, the team collected biological samples and captured the first images of several species. Another confidential, significant discovery was made, pending publication in 2025. The team also discovered signs of illegal dynamite fishing, highlighting urgent conservation needs.

Then the Nature Conservancy (TNC) surveyed reef health and fish populations across managed and unmanaged sites. Data gathered informed a new 1.7 million-acre Marine Protected Area in Indonesia's Forgotten Islands. TNC's work reinforced the stark contrast between degraded and protected reefs. *Northern Sun*'s owner covered all operational costs, sending the message to fellow owners that superyachts can be platforms for environmental progress, scientific discovery and legacy-building conservation.

Northern Sun
167ft

Builder **Narasaki Zosen KK**
Naval architect **Narasaki Shipbuilding Co**
Exterior designer **HYS Yachts**
Interior designer **HYS Yachts**



LEGACY AWARD
WINNER
JACK SETTON

In a world where superyachts are often built to impress, Jack Setton's creations stand apart – lean, fast, utilitarian and years ahead of their time. As a serial owner, Setton doesn't chase status, he pursues performance. And his superyachts reflect a legacy rooted in bold thinking and a refusal to accept convention. There would be no progress in yachting without forward-thinking yacht owners like Setton, who inspire and support new ideas and are willing to take risks to bring them to life.

Whether it was converting the 255-foot ice-classed deep-sea tug *Simson S*, adapted to carry a variety of smaller craft on its long aft deck, or building the 187-foot *Senses*, which Setton compared to a Hummer automobile, his motor yachts have been designed to be used liberally. This includes the 105-foot *Pink Shrimp*, a converted shrimp boat that featured low-maintenance systems and was powered by Cummins 600-horsepower diesels connected to jet drive units, allowing her to cruise at 40 knots for over 400 nautical miles.

The 79-foot *Pioneer*, designed by André Mauric, is the perfect example of Setton's approach. An ultra-light displacement sailing yacht, *Pioneer* was fitted with twin outboards that lowered weight, reduced drag, enhanced maneuverability in port and provided a 17-knot speed under power. Even smaller vessels such as *Freset*, his 33-foot catamaran, were conceived with an engineer's discipline and a sailor's instinct.

Setton's yachts aren't just machines, they're manifestos. Each has challenged what a superyacht could be – not just floating mansions, but vessels of expression, speed and seaborne freedom. Setton reminds us that the truest form of elegance is found in simplicity and purpose.

He is one of yachting's most distinguished owners because he has consistently built innovative and influential motor and sailing yachts. As such, he is deserving of this year's Legacy Award. ◻

NOMINATIONS FOR THE 2026 WORLD SUPERYACHT AWARDS ARE NOW OPEN. FIND OUT MORE AT WORLDSUPERYACHTAWARDS.COM

The HIGH LINE

Complex glasswork and intricate design combine in a superyacht that rivals anything in the 300-foot-plus yacht club. *Katia Damborsky* finds a sophisticated exterior form and a treasure trove of clever design on 257-foot *Platinum*

PHOTOGRAPHY

Stuart Pearce/ Yacht Shot

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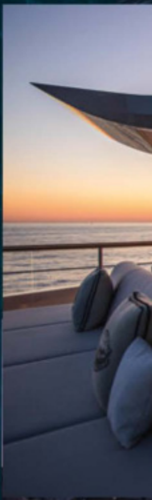
The man who designed *Platinum* had only one major concern regarding the yacht's exterior: paint. Igor Lobanov, whose studio Lobanov Design created the exterior of the new 257-foot Admiral flagship, didn't bat an eyelid at the creation of an infinity pool on the main deck or the recessed teppanyaki bar with telescopic extraction hoods on the sundeck. The only thing that he says might have ruined the yacht's design was keeping it all white.

"I really pity white boats," Lobanov says. "They look flat, the shapes are disappearing. You need a contrast to make the delicate parts stand out."

The delicate parts in the case of *Platinum* are sculptural twists in the superstructure just forward of the midsection, which stand out thanks to their metallic gray finish.

"We would not enjoy these twists as we are now if they weren't gray," Lobanov insists, admitting that "it took some



“SHE IS THE PERFECT REPRESENTATION OF WHAT WE CAN ACCOMPLISH WHEN PASSION, INNOVATION AND EXPERIENCE COME TOGETHER”

A light metallic gray accentuates *Platinum*’s superstructure’s sculptural curves forward of amidships. Center: the bridge deck aft doubles as a cinema at night with a 135-inch screen

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time to convince the client; he was scared it would look military." But Lobanov pushed for it, arguing that the "snake-like" curves allow sharp lines to transfigure into soft shapes: the ultimate masculine meets feminine equilibrium.

Perhaps the designer's firm position makes more sense when you understand that the earliest outlines for the boat were already coming together as early as 2015, and Lobanov had a particular attachment to those initial blueprints.

It took a while for the project to spring from the pages of his sketchbook to Monaco's Port Hercule, but The Italian Sea Group (TISG) presented the yacht at the 2024 Monaco Yacht Show to much acclaim. Azure Yacht Design & Naval Architecture and TISG undertook the engineering and Sinot Yacht Architecture & Design tackled the interior design, with Lobanov's years-old drawings serving as the basis for the full-custom yacht. She now stands as the flagship for Admiral and parent company, TISG.

"She is a perfect representation of what we can accomplish when passion, innovation and experience come together," TISG's chief commercial officer, Gianmaria Costantino, says. The delivery was a "great moment of pride" for the Carrara-based shipyard, which is Italy's third-largest producer of superyachts, according to *BOAT International*'s Global Order Book.

Like most shipyards in Italy, TISG usually builds below the 100-meter (328-foot) threshold (although it does have one 330-footer in build called Project Titanium). However, the features and amenities packed into the 2,146GT *Platinum* could rival a 330-foot, "or even 110-meter," Lobanov says. Containing all this within a 260-foot envelope was another of Lobanov's concerns, particularly when it came to maintaining the yacht's exterior harmony.

To keep the yacht looking long and lean, at the end of each deck excluding the lower one, Lobanov introduced little cutaway segments with "tails" that extend out on both sides. It means that "the profile is lengthened from the side view" and each aft deck maintains a visual connection with the one below. The main-deck pool (20 feet by eight feet and over four feet deep with a counter-current system) is a design focal point visible from every deck, which was an owner's request.

To achieve this successfully, the yard used glass balustrades extensively around each deck and curved glass windbreakers that surround the staircases between decks. "That was quite a feature actually, to have a piece of

Above: the teppanyaki dining area on the sundeck seats 15. A glass door forward shelters diners from the wind (opposite page, top). Left and below: an infinity pool on the main deck is a focal point of the design. All exterior decks enjoy A/C

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A limo tender by Ante Tenders is part of the fleet, along with a beachlander built by Pascoe. Bottom and far left: the owner's deck salon features a grand piano

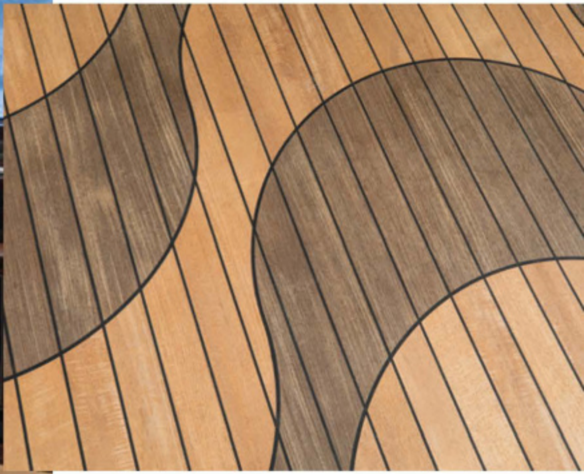
THE FEATURES AND AMENITIES THAT ARE PACKED INTO THE 2,146GT *PLATINUM* COULD REASONABLY CONSTITUTE A 330-FOOT YACHT

ART FOUNDATION

Visitors in Portugal often comment on the art characterizing the pavement. Different shades of limestone in varying forms, from simple swirls to intricate motifs, form the basis for the traditional stonework, called calçada.

"The owner liked that, so that was something we were trying to replicate," says Alistair Sproston of Magnitude, pointing out the delicate ornamentation underfoot. It appears on every deck except for the lower deck. The creation involved combining dark wenge and light teak.

"The caulking is intentionally of differing thicknesses to enhance the patterns," he adds. The same general patterns appear on the carpets, bulkheads and interior panels, adding a sense of harmony between the interior and exterior. "One of the patterns is a custom design from Lisbon," Lobanov says.



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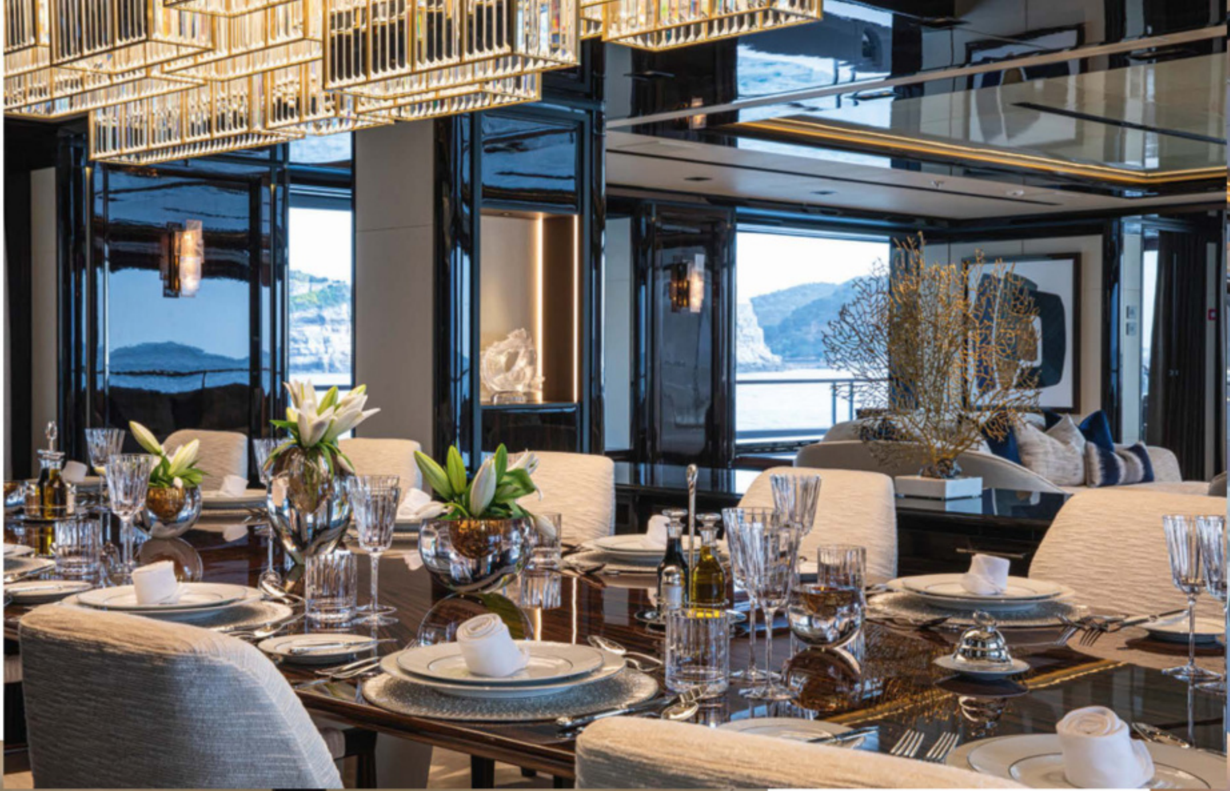
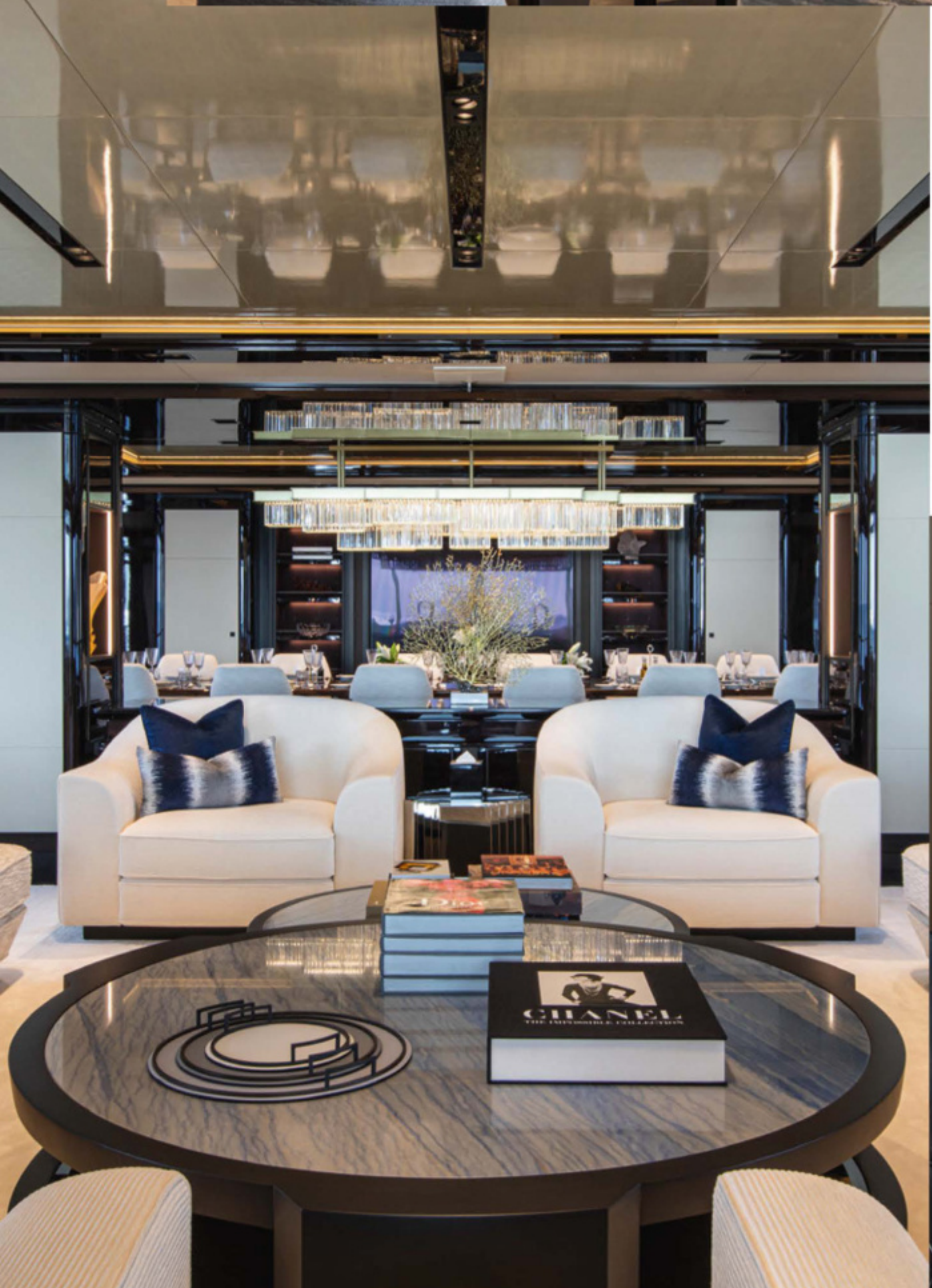


The interior by Sinot Yacht Architecture & Design is sophisticated and elegant with a monochrome color palette and an art deco aesthetic. The main-deck salon has a seating area that flows into a formal dining area forward. Mother-of-pearl, ivory parchment and Foglizzo custom leather add a touch of the natural world to the decor



SINOT WORKED WITH PLATINUM-LEAF INLAYS, TEXTURED LACEWOOD AND LEATHER DETAILING TO EVOKE AN ART DECO INTERPRETATION OF THE CLIENT'S WISHES

curved glass made like that as a windbreak," says Alistair Sproston of UAE-based management firm Magnitude, which oversaw the yacht's construction.

"We did the wind tunnel testing with these to define the shape and the height, to make sure that this area was protected," he says.

On the bridge deck aft, sliding glass windbreakers can offer additional protection to the seating area, which doubles as the outdoor cinema with its 135-inch drop-down screen and high-power projector. The team pored over details such as the level of opacity and the darkness of the tint. "When we approached all this glass all over the deck, it was quite new for the shipyard. They had to get all of this certification," Lobanov says.

From start to finish, the process was a "significant challenge," according to Costantino. "Installing large, complex-shaped glass panels required millimetric precision, with minimal tolerances in both the metalwork and the fairing application," he points out.

One of the areas where the glass is used most strikingly is in the segments of the forward bulwark that border the main-deck owner's cabin. The glass is built

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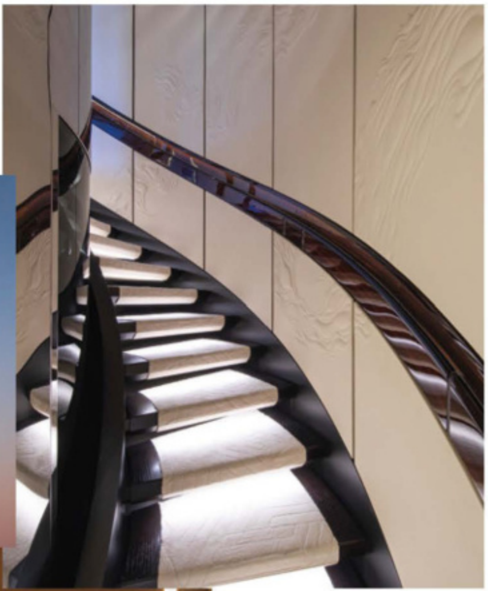
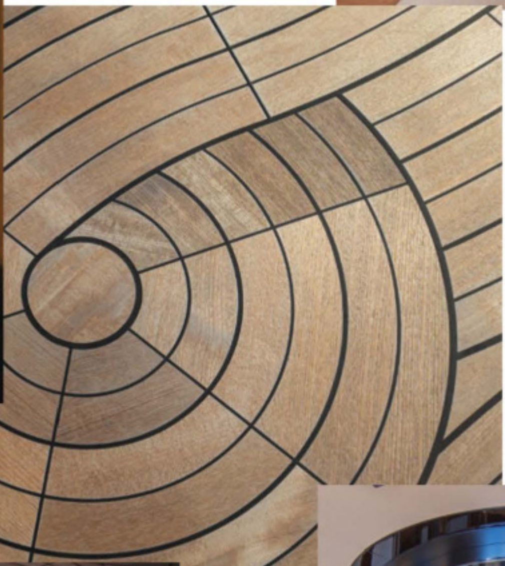
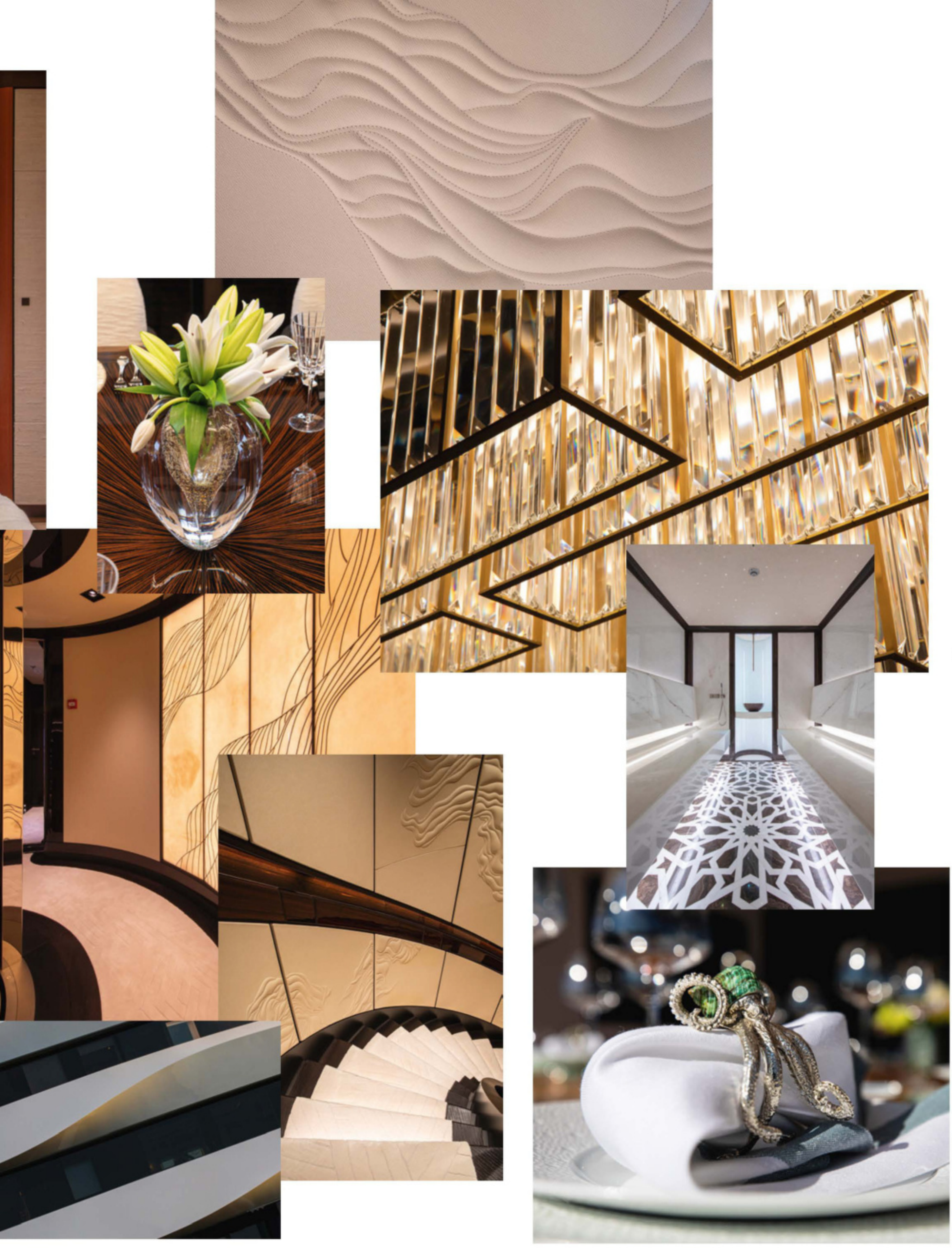




The stairwell walls are lined with leather paneling with a 3D wave pattern (opposite page, top) that evokes the natural rhythms of the sea. The same motif manifests outside in the patterns laid into the teak decking (above)



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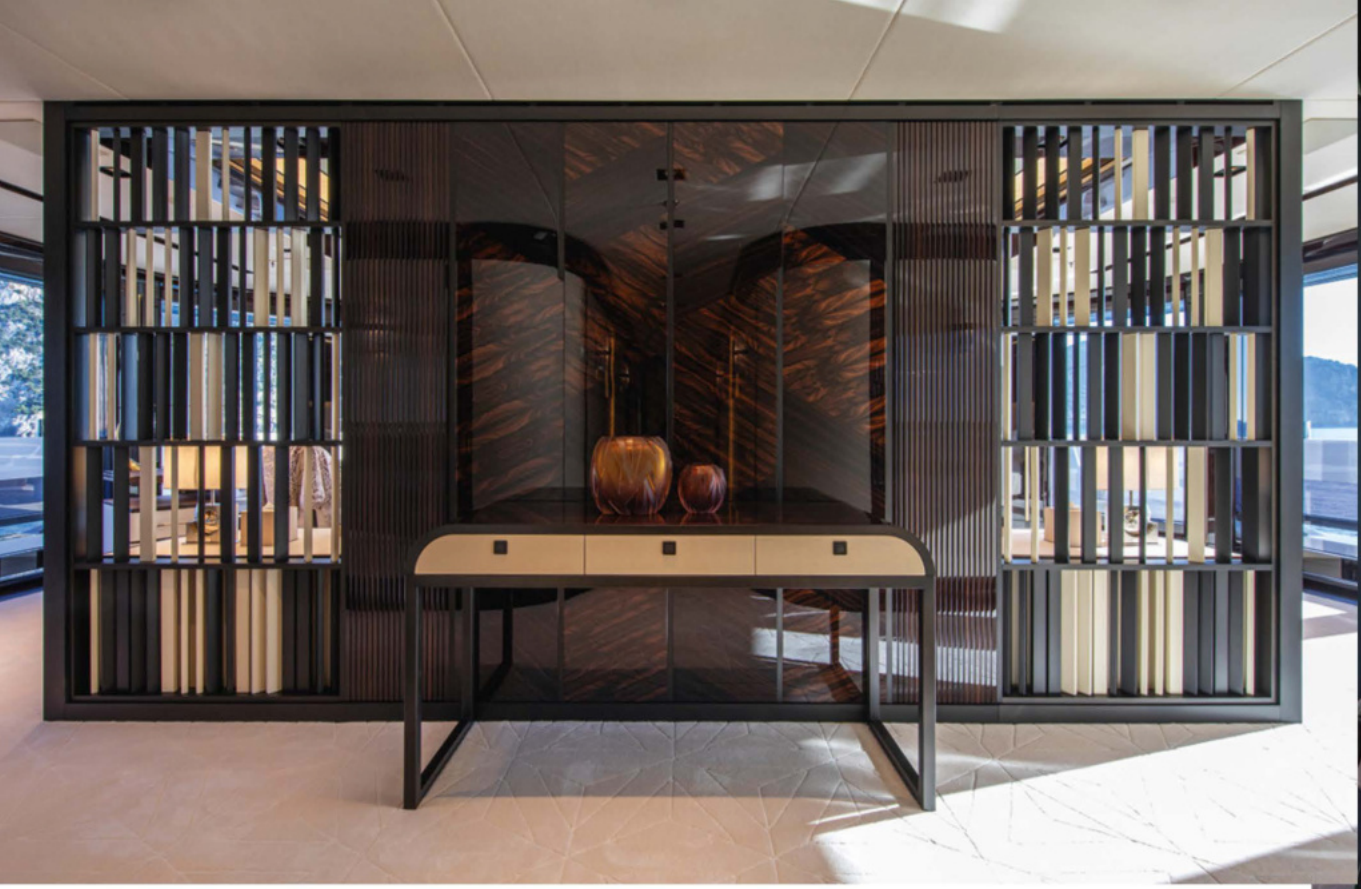


The owner's cabin is surrounded by 180 degrees of curved glass. More glass is inserted into the superstructure flanking the cabin to amplify the view

into the aluminum superstructure, giving the double benefit of adding visual oomph to the exterior and letting the owner see straight out onto the water from the bed. "First of all, it's important to have the feeling of being protected, but you also want to have a view," Lobanov says. Speaking of the yacht's exterior, he adds, "We have a tall nose, so we wanted to bring down the bulwarks and give these nicely shaped windows."

The owner's deck enjoys an exterior lounge with a sunpad spread, coffee table and direct access to the foredeck helipad. The team wanted to introduce a playful water feature on the steps leading to the helipad.

"We used these three-dimensional tiles [that create] a bit of a ripple," Sproston says. "When it's illuminated, you get this really nice waterfall effect because the tiles create some turbulence. It is only about 20 or 30 liters [five to eight gallons] of water, and it just circulates like that."

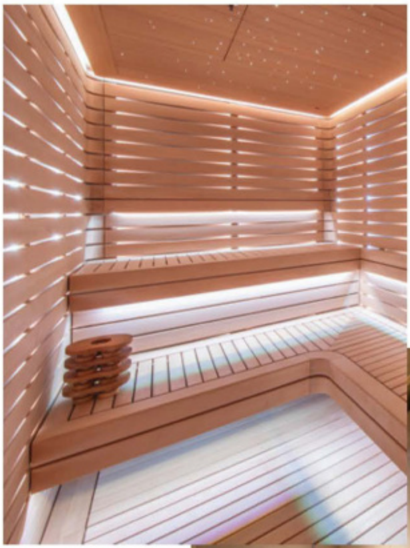
On the interior, Sinot worked with platinum-leaf inlays, textured lacewood and leather detailing to evoke an art deco interpretation of the client's wishes and "to craft an aesthetic that is both timeless and contemporary, resistant to fleeting trends yet imbued with subtle echoes of the era in which it was conceived."

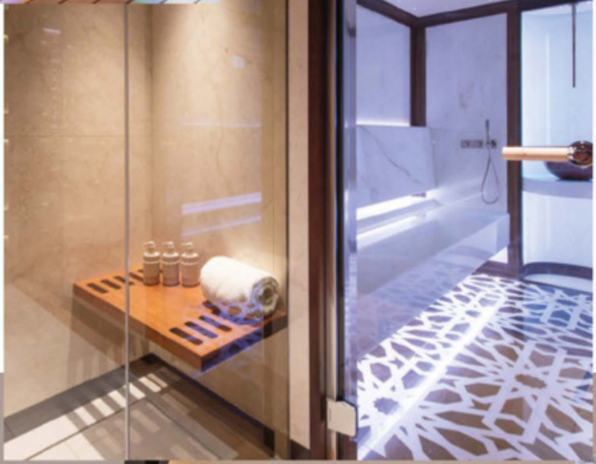
The color palette is monochrome, with dark touches like the smoked oak floors sitting alongside creamy white bianco rhino marble. Lighting comes from chandeliers dripping with crystals and Holly Hunt sconces with gold and alabaster detailing.

In 2025, *Platinum* quietly joined the market with Magnitude acting as the broker following its successful construction management. Sproston oversaw the build and was heavily involved with all the particulars that set *Platinum* apart. He pushed for features such as the 15-person teppanyaki dining area, which is carefully recessed into the sundeck and features a meter-deep cooking space with a hotplate and backlit bar.

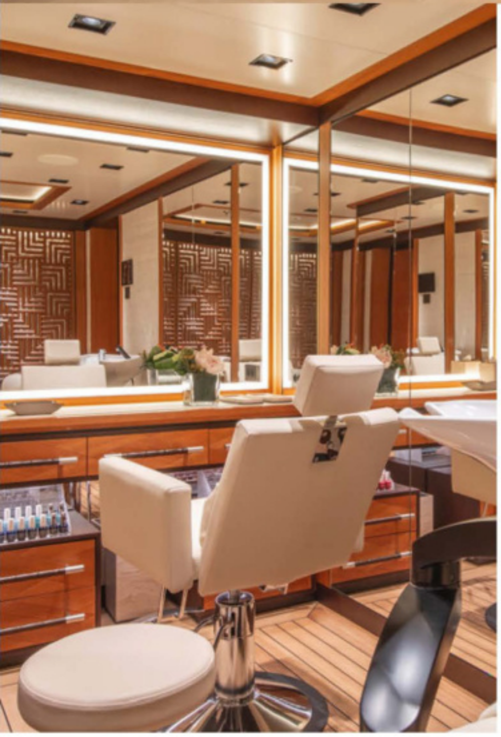
THE OWNER'S DECK ENJOYS AN EXTERIOR LOUNGE WITH A SUNPAD SPREAD, COFFEE TABLE AND DIRECT ACCESS TO THE FOREDECK HELIPAD

A water feature is hidden within the stairs between the owner's private foredeck terrace and the helipad





A gym is found on the bridge deck, while the beach club hosts a sauna, emotional shower and hammam (left) and a beauty parlor with an oriental theme featuring exposed limestone walls (opposite page, bottom). Right: the main deck includes a VIP cabin with an adjacent staff cabin. Below: four equitable double guest cabins complete the accommodations on the lower deck



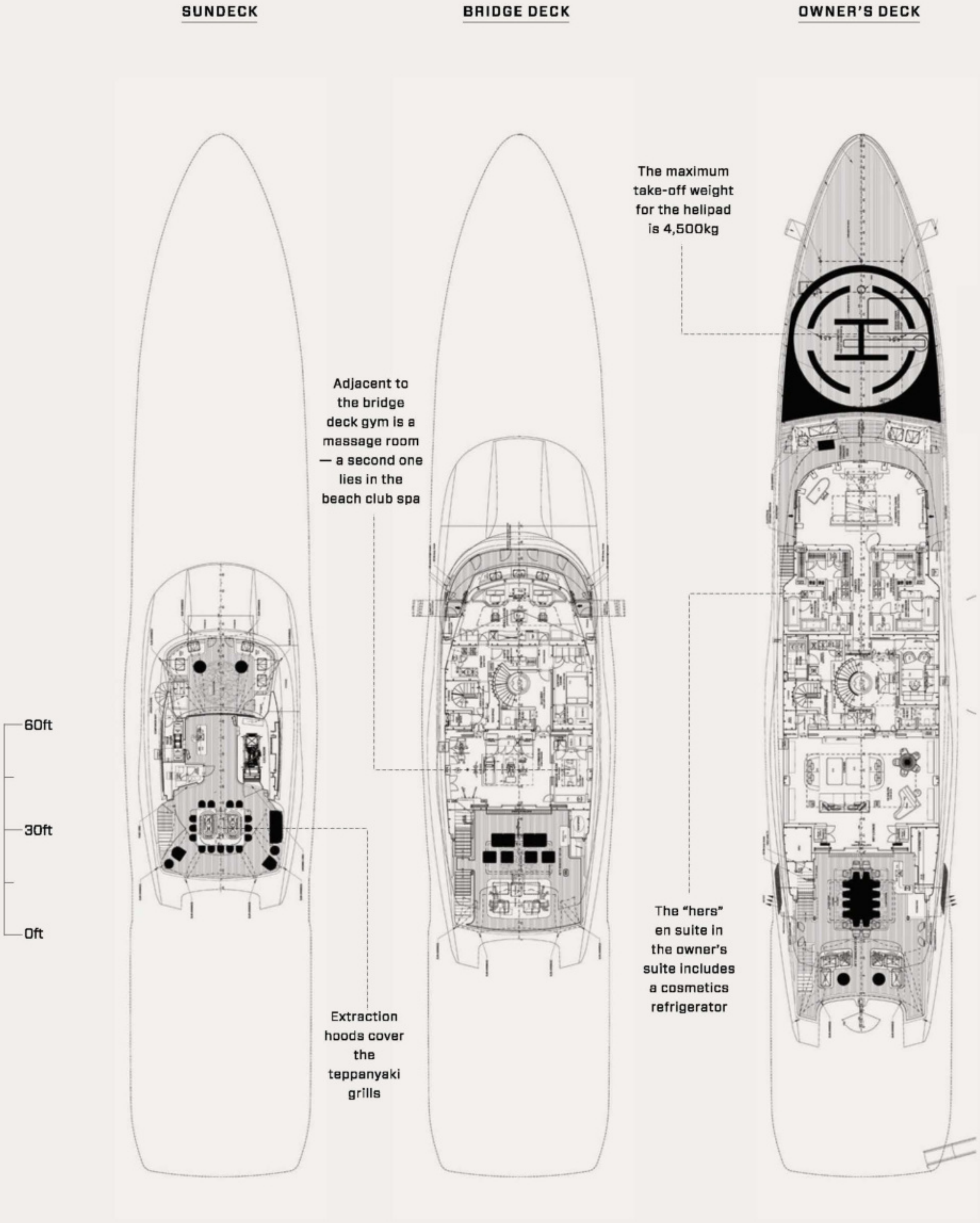
SINOT CRAFTED "AN AESTHETIC THAT IS BOTH TIMELESS AND CONTEMPORARY, RESISTANT TO FLEETING TRENDS..."

Working closely with the client, the Magnitude team poured years of hands-on experience into the new build. For example, the yacht has spacious dressing rooms in every guest cabin, recognizing that "guests nowadays have a different outfit for breakfast, lunch and dinner."

Air conditioning cools all the exterior decks, including the sundeck, which brings the air temperature down a few crucial degrees on unbearably hot days. The team also paid attention to the floors with no steps up or down between interior and exterior spaces and with recesses inside the gym's floor for the professional-grade workout equipment. "We paid a substantial extra cost for Oliver Treutlein to install the carpets, as opposed to [a third-party] installer," Sproston says. "We made it the responsibility of the manufacturer."

From the outside, the yacht might look like it required fewer technical innovations than some of Admiral's other yachts; the complexly curved former flagship *Kenshō* or the rugged explorer *Planet Nine*, for example. But *Platinum* is a yacht that's deceptive. Good-looking and elegant she may be, but she's more than just a pretty face. ◻

PLATINUM



SUNDECK
BRIDGE DECK
OWNER'S DECK
60ft
30ft
0ft

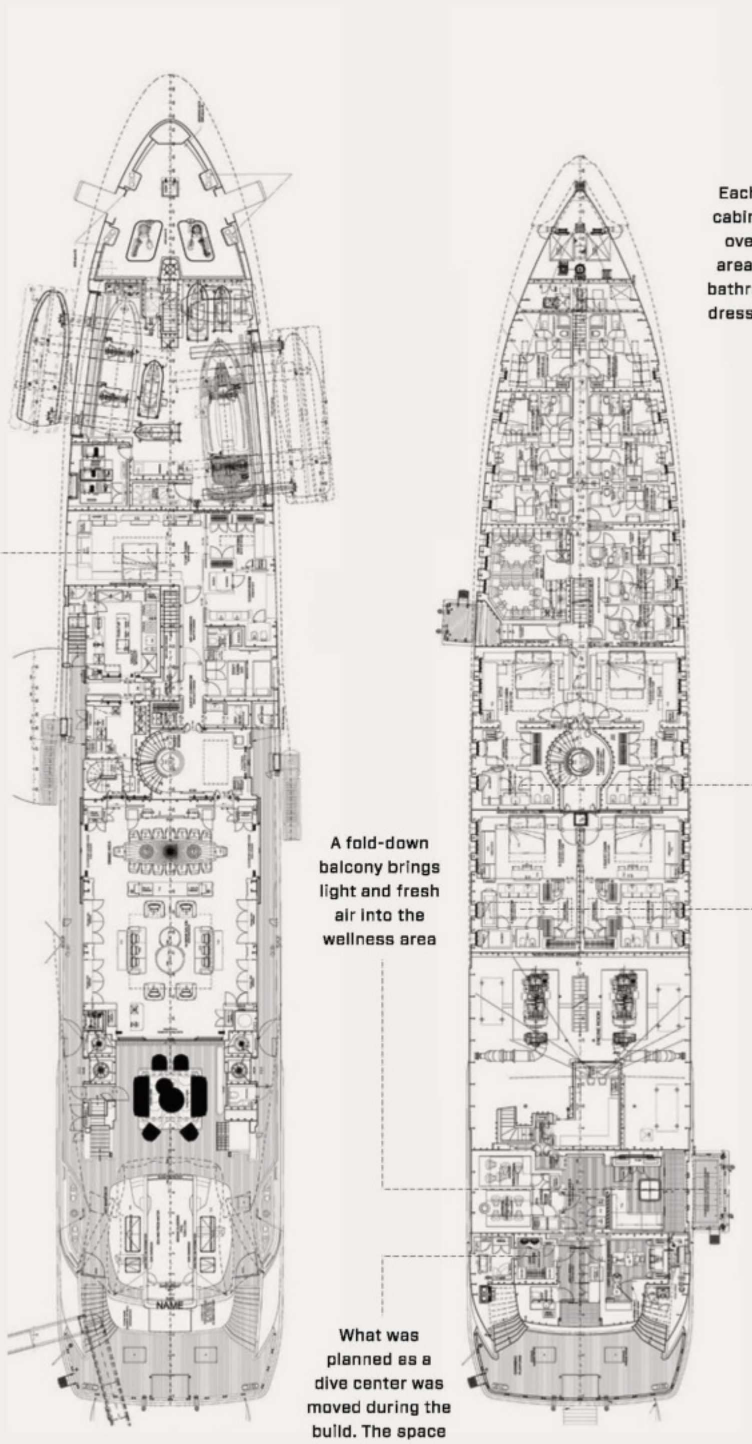
The maximum take-off weight for the helipad is 4,500kg

Adjacent to the bridge deck gym is a massage room — a second one lies in the beach club spa

The "hers" en suite in the owner's suite includes a cosmetics refrigerator

Extraction hoods cover the teppanyaki grills

ADMIRAL


MAIN DECK

LOWER DECK

The VIP suite stretches across the full beam

A fold-down balcony brings light and fresh air into the wellness area

Each guest cabin has an oversized area for the bathroom and dressing area

What was planned as a dive center was moved during the build. The space now acts as storage for toys

LOA 256' 10"

LWL 219' 6"

Beam 42' 10"

Draft 12' 6"

Gross tonnage 2,146GT

Engines 2 x MTU 16V 4000 M63

Generators Caterpillar C9.3

Stabilizers Quantum

Speed max/cruise 17.5/15 knots

Range at 12 knots >6,000nm

Fuel capacity 70,534 gallons

Freshwater capacity 18,492 gallons

Tenders Ante Tenders limo; Pascoe beachlander

Owners/guests 15

Crew 25

Construction Steel hull; aluminum superstructure

Classification Lloyd's Register

Naval architecture Azure Yacht Design & Naval Architecture; The Italian Sea Group

Exterior styling Lobanov Design

Interior design Sinot Yacht Architecture & Design

Builder/year Admiral – The Italian Sea Group/2024
Marina di Carrara, Italy
+39 0585 5062
info@theitalianseagroup.com
admiral-yachts.com

PRO BOAT

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PLATINUM IS THE THIRD-LARGEST PROJECT DELIVERED BY IGOR LOBANOV, AFTER 361FT *KAOS* AND 281FT *AMORE VERO*

IS THE WAITING GAME OVER?

PHOTOGRAPHY: GETTY IMAGES

The days of suffocating service, with crew constantly hovering over your shoulder, are dwindling, with more owners and guests craving independence, self-reliance and freedom from routine, as *Kate Lardy* discovers

Jeannine Schröder has a new 144-foot yacht, but that doesn't mean she's kicking back and taking things easy. "Our preference is very clear," she says. "We like to take care of things ourselves on board." As she and her family set off on a world voyage in their Cantiere delle Marche Flexplorer *Maverick*, she says, "We plan to continue cooking for ourselves, going grocery shopping when needed, and managing our own food and drinks. So far, this approach has worked perfectly for us. Being served, as might be customary on other yachts, is not our style at all. In our day-to-day life, we all have two healthy legs and can easily grab our own drinks and snacks. We actually enjoy this independence."

In a superyachting culture of epaulets and silver service, her outlook may seem out of place. Yet, more and more amenities catering to an independent, self-service lifestyle on board are popping up on new builds. Take, for example, the first wallywind110, *Galma*, launched in June 2024. Instead of a lower-level lounge common on sailing yachts of this kind, you'll find a help-yourself bar steps away from the owner's cabin. Or consider a recently delivered yacht designed by Winch Design that has a coffee machine and egg maker in the owner's suite. Is a trend emerging?

Yes it is, says designer Luiz De Basto, who has spent the last 30 years at the helm of his firm, De Basto Designs. "Everybody wants a little more independence, more privacy," he says. "Buyers are getting younger; the new generation is a little bit different. They are not showing off to friends; they want experiences and are more self-sufficient."

Experiences indeed – the couple with an egg maker in their suite are planning to spend the next two to three years traveling the world on board, says Jim Dixon, managing partner and creative director at Winch Design. "The yacht's layout was uniquely tailored to their needs. The main salon embraces a casual, relaxed atmosphere with a self-serve wine bar, while the bridge deck became their primary living space. They enjoy breakfast there daily and refer to the space as the Explorer Lounge, where they like to plan their next adventure."

Along with the shift in owner demographics is a change of style on board. Gone are the gold-plated fixtures and with them, apparently, the

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Right: a popular charter guest request on *King Benji* is to have lunch or dinner on the swim platform. Left: *King Benji* has many options for dining, including a teppanyaki grill with seating for eight. Jim Dixon of Winch Design says they are seeing increasing interest in this type of feature or open-concept kitchens that allow guests to interact with chefs or even prepare meals themselves

PHOTOGRAPHY: JEFF BROWN/BREED MEDIA; TONI MENEGUZZO; JULIEN HUBERT

white gloves. "Our definition of luxury is very different from what it's been in the past," Mike Fisher, head of design firm Studio Indigo and a yacht owner himself, says. "Luxury is not about cut velvet and silks. Luxury today is more about natural fibers and natural textures, and food and service and the way that we live has changed in that sense as well."

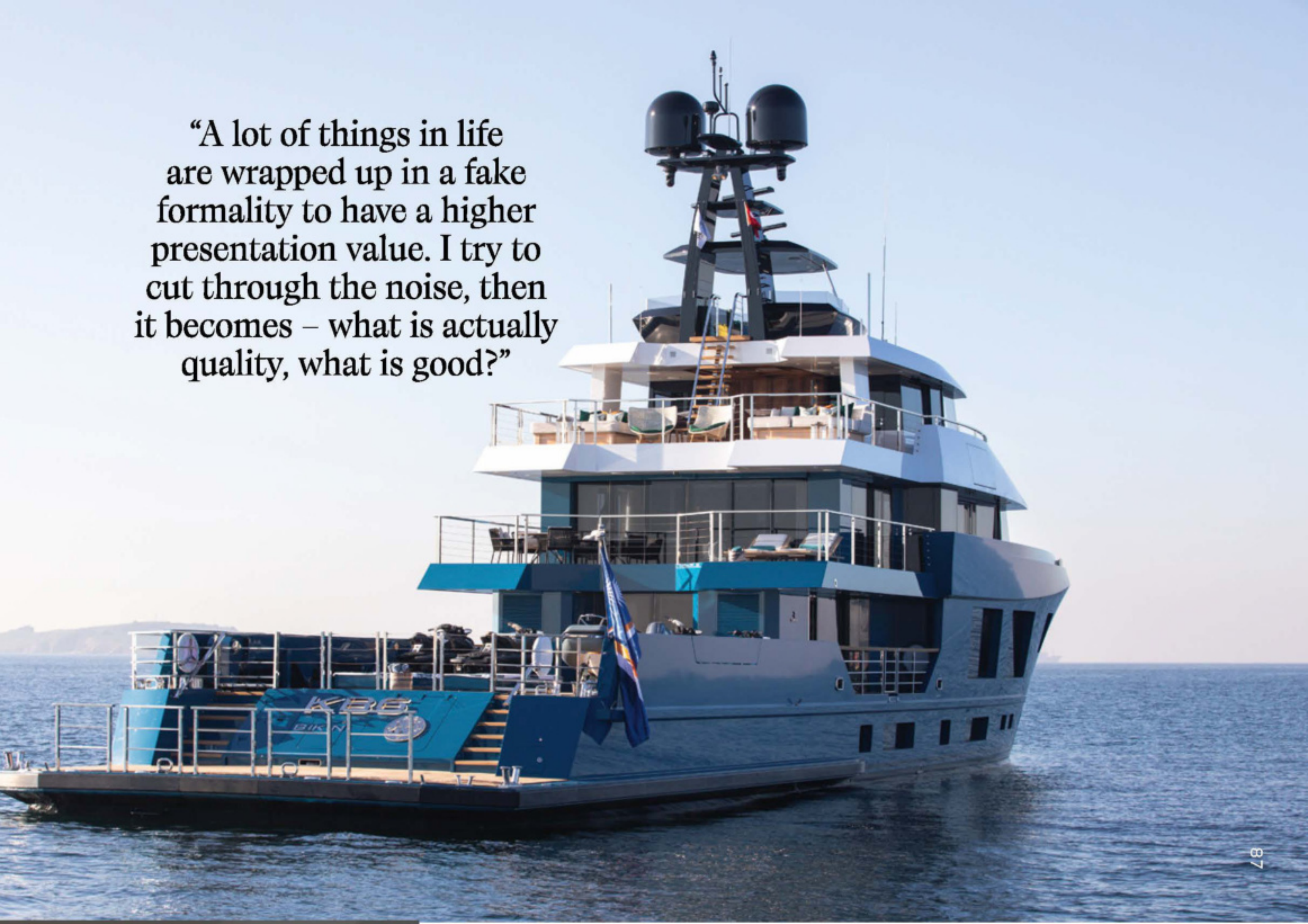
King Benji's owner, Josh Golder, says luxury is all about having options. He designed his 154-foot yacht, launched by Dunya Yachts in 2024, to facilitate adventurous ones, and he, personally, doesn't have time for formality. "I want to *do* stuff," he says. "When you have a formal lunch and a formal dinner, you end up spending four to five hours of your day sitting and eating and being served, when you could be doing something outside. I don't really like that. I prefer family-style (service) and shorter meals. I don't think it compromises meal quality."

He points out that "elaborate" doesn't necessarily mean good, just as casual doesn't mean bad. "I believe a lot of things in life are wrapped up in a fake formality to have a higher presentation value. I try to cut through all the noise, then it becomes, what is actually quality, what is good?" For example, he says, quality can be a burger – just one that's made with Wagyu beef and a special cheese.

While his preferences were clear, Golder initially wasn't sure what to expect from his charterers. "Our first-ever charter guest was a very well-known American hedge-fund guy. I had never chartered the boat before, so I was like, 'Make sure everything is on point – have the caviar, the lobster, all the fancy stuff.' It turned out the highlight of his trip was swimming a mile in the Med every day with the tender next to him in case he got tired; it was diving with the crew and doing workouts with the crew and his family."

Above: a self-serve bar for the owners of the sailing yacht *Galma*. Below: the Sanlorenzo *M* was designed to host relaxed parties

> “A lot of things in life are wrapped up in a fake formality to have a higher presentation value. I try to cut through the noise, then it becomes – what is actually quality, what is good?”



King Benji mainly attracts families, which are typically the most relaxed of charterers, but with all the guests Golder has had, he says there has been no push toward formality and his crew have never asked for more training in silver service. Quite the opposite: “You would never think someone chartering these boats would get all gassed up over pizza nights, but they’ve been very popular,” he says.

“As I see it, people now want to have fun; they want to do stuff,” Golder continues. “It’s not stuffy like it used to be. In society now, you have younger people making more money than older people, through technology and social media. And younger people, for the most part, don’t like the formal things.”

Fisher agrees. “Youngsters today don’t live like their parents or grandparents. They want freedom. They don’t like to be waited on, so I think there is a desire to keep things more casual.”

Delivered in 2024, the 154-foot Sanlorenzo EXP500 *M*, an explorer-style yacht with a massive aft deck for carrying toys, is a prime example. Studio Indigo designed the interiors for a young couple in their 30s or 40s, “which is typical of who we are designing for these days,” Fisher says. The big aft deck is designed like a members’ club, featuring a semicircular bar for guests to help themselves. They can do the same on the sundeck thanks to the designated area where food can be laid out.

“The boat is much more of a party space,” Fisher says. “Even down to the layout of the furniture, it was designed so that 20 or 30 people could hang out, dance, chat, serve their own drinks in a laid-back space, with nothing too precious in terms of fabrics and materials.”

Just as owners are prioritizing experiences, charter guests aren’t simply floating from vista to vista; they are busier than ever with full itineraries of tastings, guided tours and tee times, says Jennifer Saia, a charter specialist at Denison Yachting, who has been arranging charters since the early 1990s. “They’re looking to me and to the captain and chief stew to

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organize experiences, and I'm doing so much more of that nowadays. It's mind-boggling what's happening throughout the day."

Her active guests tend to prefer buffet-style service, particularly for breakfast and lunch, she says. But she points out another reason for this casual alternative: specialty diets can be an issue during plated service and, moreover, make the vegan, paleo or gluten-free guests feel singled out. In fact, she noticed when touring some boats recently, her clients never failed to point out how much they liked the round tables with integrated lazy Susans, which would allow them to pick and choose their food.

Service expectations can vary by personality, of course, and generally by nationality as well. Saia's clients are primarily from the Americas. They, along with European guests, tend to value the option for more independence and informality, Dixon says. "By contrast, these types of requests are less common among Russian or Middle Eastern clients, who often prefer a more traditional, service-focused approach." De Basto adds Asian clients to the latter group.

American James Berwind, owner of the 210-foot Hakvoort *Scout*, considers himself and his partner extreme examples of informality. The yacht is not only an extension of *their* home, it's also the crew's home, Berwind acknowledges. He prides himself on the fact that *Scout*'s crew areas are "maybe the nicest on any yacht." There are no epaulets to be found among the crew uniform, and Berwind says he's not comfortable with being called "Mr". He didn't design *Scout* with an interior dining salon, and he and his partner don't dress for dinner. Instead, "We live on the sundeck. Breakfast is a buffet, lunch is family style and we eat off the boat a fair amount. Most of the time we'll invite whatever crew is available to join us," he says.

"The way I was raised is there is no difference between the president and the guy who cleans his bathroom. As long as they both have integrity and they're doing their job, they deserve equal respect."

It's no coincidence that all department heads have been on board since before *Scout*'s delivery in 2019. "With the tone that James sets, we've been able to build this incredible longevity among the crew," Captain Kynan McDonald says

Like Berwind, Cheryl and Bill Drury enjoy hanging out with their crew. When they were shopping for a monohull sailing yacht, one of their criteria was an integration of guest and crew areas, something they were used to and appreciated on their previous 62-foot catamaran with a "galley up" design. "It felt like many boats had a huge dividing line between crew area and

Below: *Maverick*'s owner's deck is set up like a home, says owner Jeannine Schröder. It includes a washer and dryer and a kitchenette to make coffee, tea, pasta, rice or whatever their son, Fil, who has Down syndrome and is mainly cared for by Jeannine, wants to eat

Right: the owners of sailing yacht *Abide* enjoy family-style meals with their crew when it's just the two of them on board

Scout's owner says he is not comfortable with formality; the way he runs his yachts is very different from how his father ran his, he says

"Youngsters today don't live like their parents or grandparents. They want freedom. They don't like to be waited on, so I think there is a desire to keep things more casual"

PHOTOGRAPHY: JEFF BROWN/BREED MEDIA; MAURIZIO PARADISI; COURTESY ABIDE YACHT

guest spaces with very different finishes," Cheryl Drury says. "When we stepped on board (138-foot Jongert) *Abide*, the pocket door to the galley was open, and you really didn't notice that it's the crew space. The mahogany/holly floor extended continuously into the galley, and the finishes in the crew area were consistent with the rest of the boat."

During the yacht's recent 21-month refit, the owners opened up the galley and created a space in the crew mess where they could mix for a mid-morning chat. Outside, they added a "princess seat" opposite the nav station bench. "It's such a good spot for chatting with the captain and crew while we are under way," Drury says. "On our catamaran, the four of us – the captain, chef, my husband and I – always hung out together on the flybridge, and we wanted to recreate that feeling."

Other owners value their privacy, which also can lead to more informal service. They tend to be more independent, so they can see their crew less.

"One owner told me the last thing he wants is the crew stumbling over him when he's relaxing," De Basto says, who remembers a time when it was common for a crewmember to stand by, literally, in a corner. Those days are gone, he says, and lately he's designing yachts that facilitate more independence for the owner's party and more separation between them and crew.

Whether the shift to a more informal service stems from a pronounced separation from crew or extra familiarity with them, owners like Berwind are quick to point out that it doesn't mean the crew aren't doing their jobs. "We are not lax in terms of our expectations or the standard. We keep the boat in absolute tip-top shape," he says.

His captain, McDonald, confirms that relaxed service and hard-working crew are not mutually exclusive ideals: "We still strive to keep the standard very high, but at the same time, we want to have their experience be a bit more laid back." ◻

PHOTOGRAPHY Ocean Air Media & Federico Cedrone

MULTI

TASKER

From sliding seats to sunken lounges, 145-foot *La La Land* is full of unusual design ideas in service of flexibility and flow. *Risa Merl* discovers a stylish yacht that makes as much sense in the Med as on a global adventure

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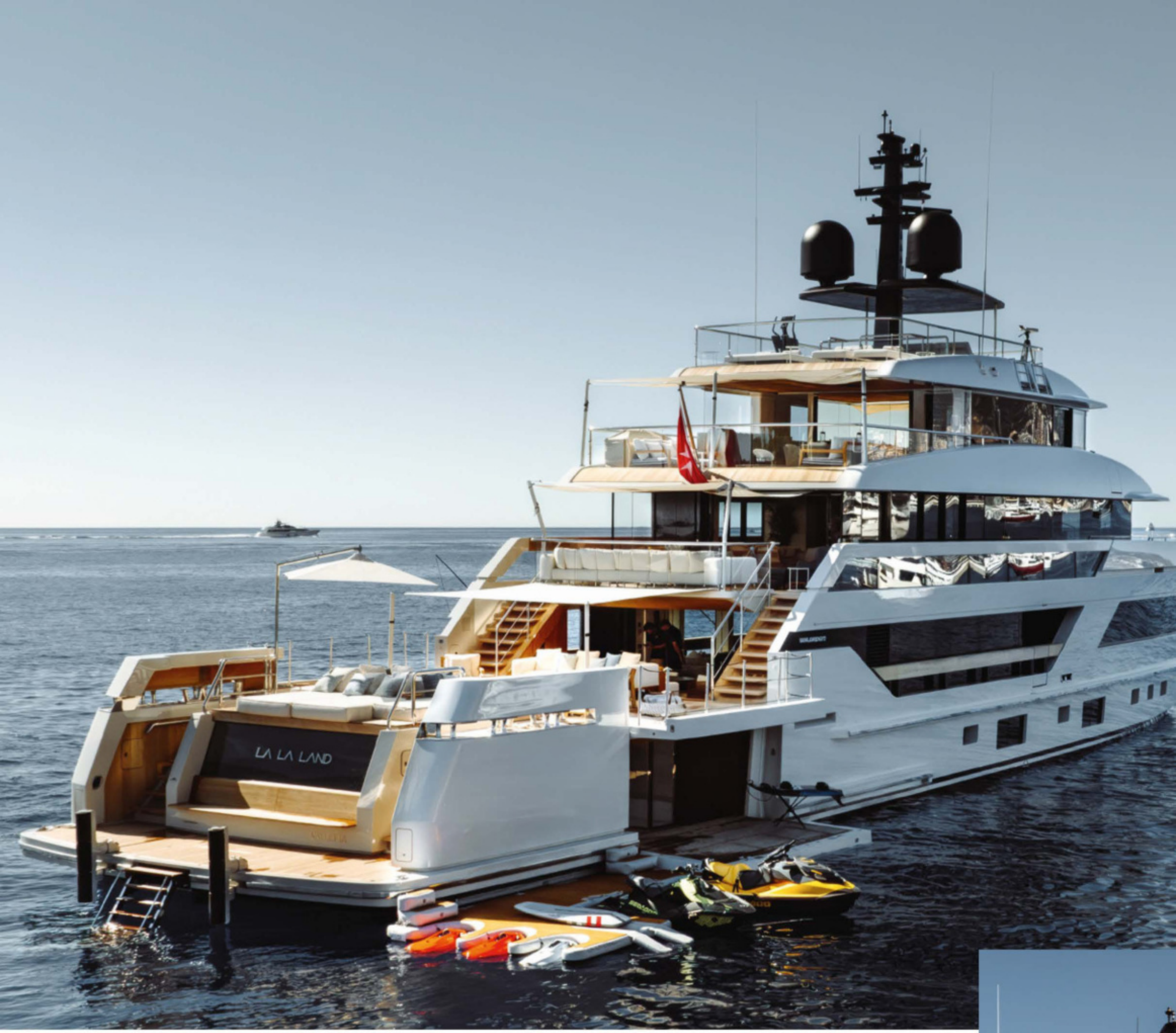
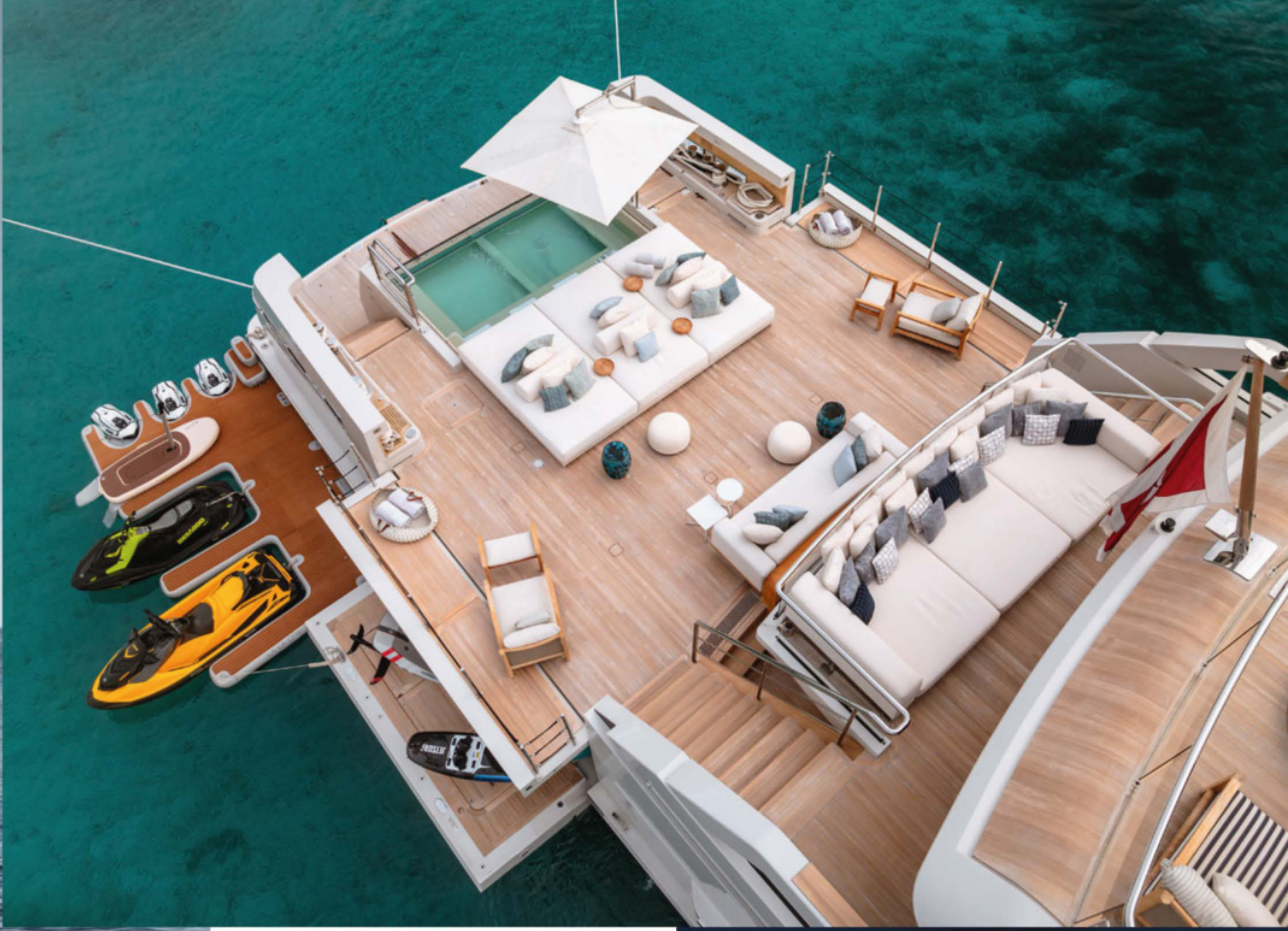


Now you see it, now you don't. Standing on the aft deck of the 145-foot Sanlorenzo *La La Land*, I watch the captain perform a magic trick of sorts. Ever so nimbly, he moves what appears to be a fixed seating area at the center of the deck over the nearly 200-square-foot infinity swimming pool that was there seconds before, concealing it completely.

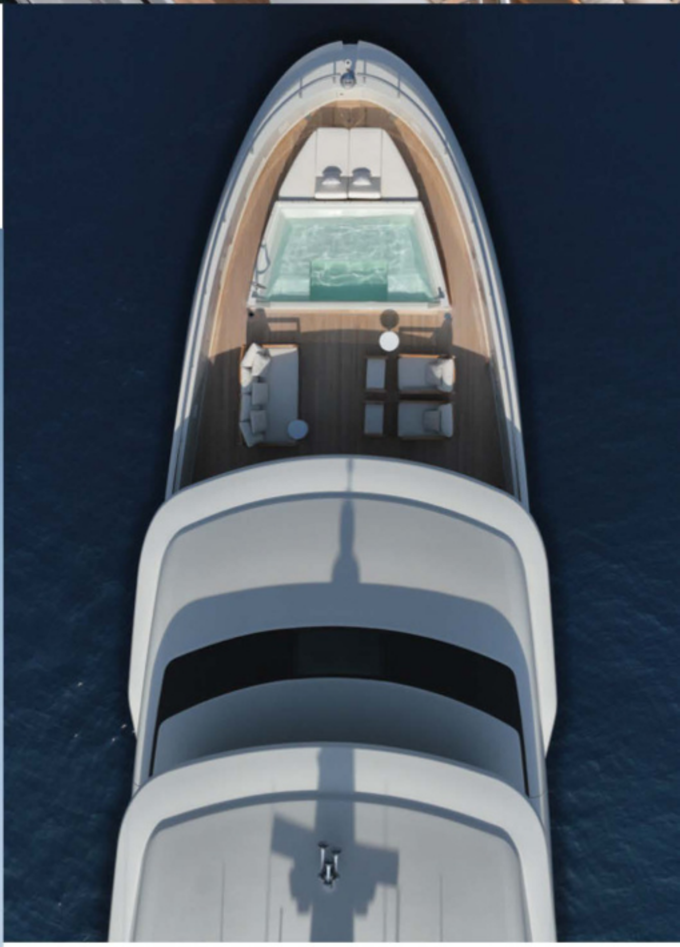
The area morphs from chic poolside lounge to the kind of long, uncluttered deck you'd expect to see on an explorer yacht – complete with a hidden crane able to lift the 80-foot Cormate tender from the water to the deck and back.

This ability to seamlessly shift between amenity-rich cruiser and ready-to-roam explorer at any given moment is exactly what Sanlorenzo hoped to achieve in its new X-Space series. As such, the first 44X-Space, *La La Land,* is a stepping-stone between two worlds. She blends the displacement hull, long-range ability and abundant storage of an explorer yacht with a contemporary exterior styling and abundant lifestyle features. In addition, a creative layout prioritizes privacy for her hands-on owner.

Because it blends the forms of an explorer yacht with the livability and features of an elegant classic yacht, "the aft configuration has enabled an extremely versatile use of this area," says *La La Land*'s exterior designer and co-owner of Zuccon International



The seating area on the aft deck (above) can slide over the pool to open up the deck for dancing or carrying a tender. Another pool is found on the foredeck forward of the owner's suite (right)



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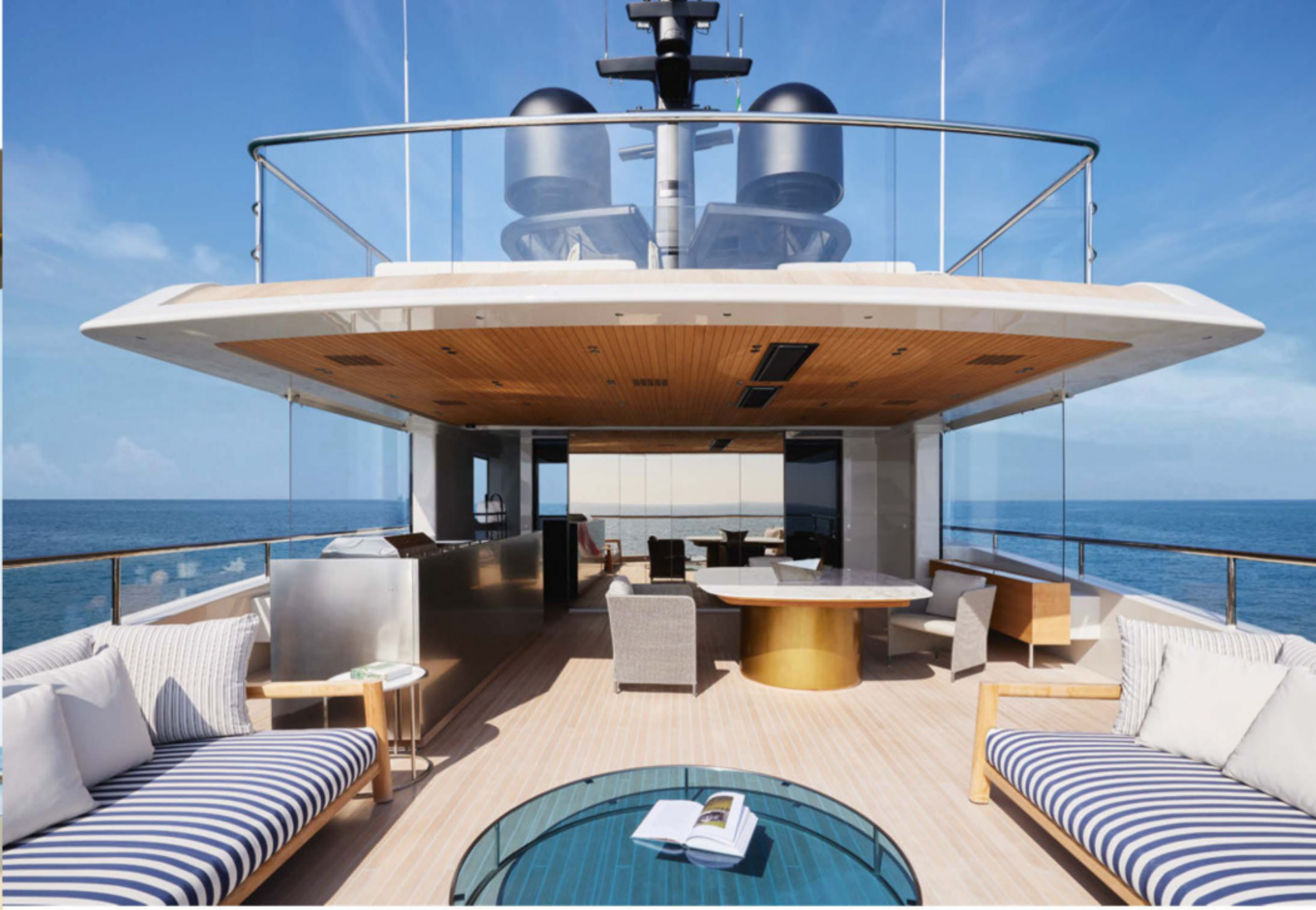
Above right: the bridge deck aft has an outdoor galley with barbecue and dining for 10. Below: topping off the yacht is an observation deck/sundeck. Left: the main deck aft; above: the owner's private terrace forward



THE OVERALL ARRANGEMENT IS ANYTHING BUT TYPICAL

Project, Bernardo Zuccon who describes the aft deck as "the beating heart of the yacht."

It does feel like a hub for guests, poolside lounge by day, or dance floor and outdoor movie theater by night. Opening sections of the bulwarks on both sides form balconies that expand this flexible recreation space.

La La Land's owner, who stepped up from a smaller Sanlorenzo yacht, was pivotal in creating the first 44X-Space. "The project was just on paper when he signed on, and we've been involved in developing the GA from the start," says Trevor van Wyk, *La La Land*'s build manager who represented the owner. Involved in the project since the concept stage, the owner provided input on both functional and stylistic choices, which is why *La La Land* feels so personal. Although formally the first of a series of boats, she is highly customized.

In keeping with the design of traditional expedition yachts, the bulk of the superstructure is shifted forward, which allows for the generous aft section. In general, the series is drawing from the world of explorer yachts, characterized by their strong and solid imagery. "On the other hand, there is a more romantic and elegant spirit," Zuccon says. "It's a dialogue between the two souls. Bringing together two such distinct DNAs and merging them into a single product was a delicate exercise in proportions and equilibrium."

And that is one way the 44X-Space stands apart from Sanlorenzo's previous EXP explorer yacht models. It's "a combination of the best characteristics taken from the Explorer and from our [sportier] range of yachts, designed to meet the needs of owners in all conditions and seasons," Tommaso Vincenzi, CEO of Sanlorenzo, says. "Part of our 44X-Space range, *La La Land* combines long-range cruising capabilities with vast open spaces and connected indoor and outdoor living areas, embodying the essence of the X-Space concept."

So far, Sanlorenzo has sold six hulls of the 44X-Space – with all six delivered as of June this year. There are two larger models in the range; the first 45X-Space is under construction on spec, and three of the 50X-Space are sold and in build.

The design challenge of blending two worlds was compounded by having to fit in plenty of "big boat" amenities while still adhering to a volume of 499GT. "The greatest challenge was creating significant volumes and layout solutions typically found on larger yachts, without losing sight of the overall balance," Zuccon says. While he refers to layout solutions that might be typical of larger yachts – such as dedicating the upper deck entirely to the owner – the overall arrangement of *La La Land* is anything but typical.

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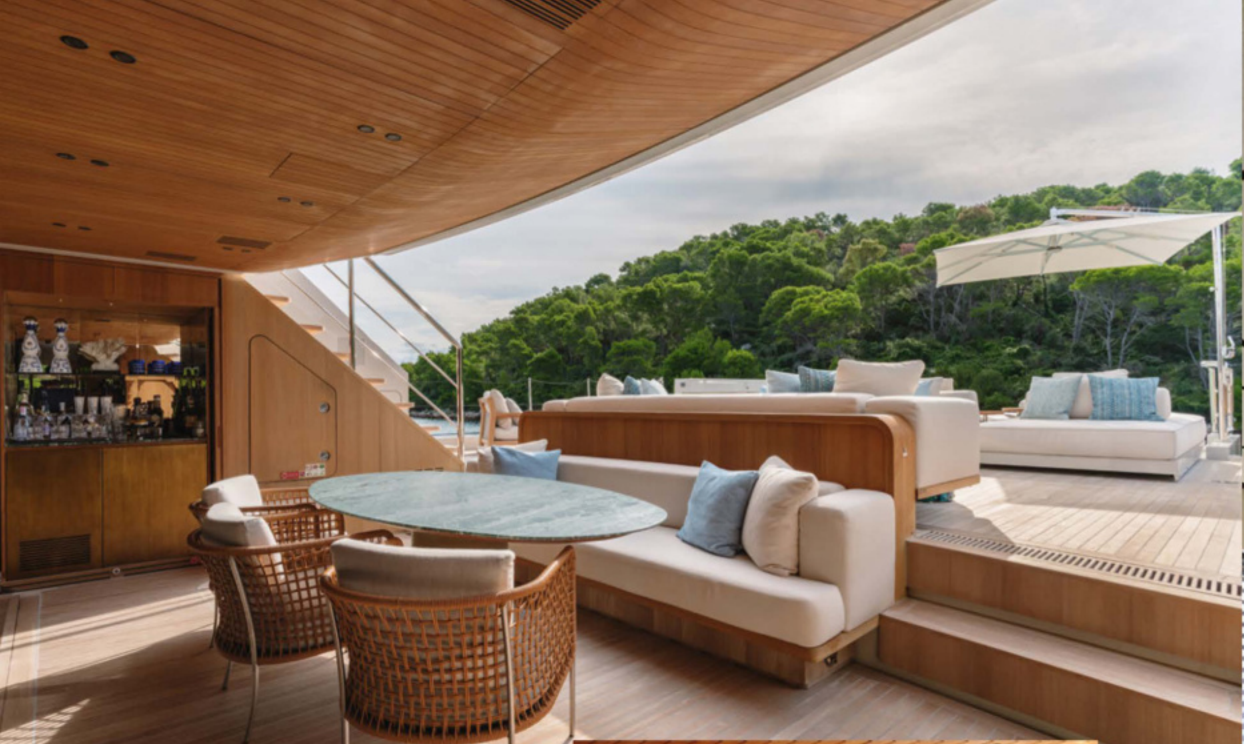
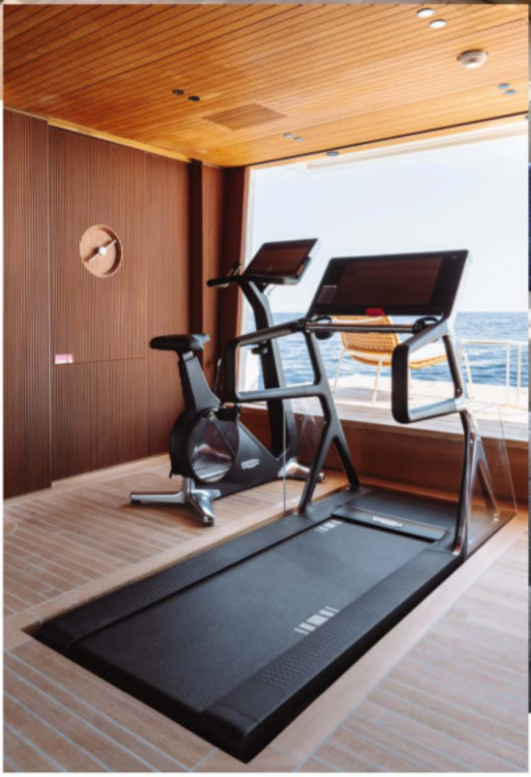




You see, another magic trick on board *La La Land* is found in the layout, which is all at once open and flowing while also being extremely private. One of the ways the designers achieved this balance was by creating liminal spaces between separate living areas. Two steps down from the aft deck, for instance, is the sunken aft cockpit. Shaded by the overhang of the upper deck above, it's purposefully set lower so the owner can enjoy a modicum of privacy while still feeling connected to guests on the aft deck. With a sofa, curved Verde Alpi marble dining table and a few loose chairs, the owner – and privacy-loving charter guests – can still enjoy a view of the waterline while avoiding the stares of passers-by.

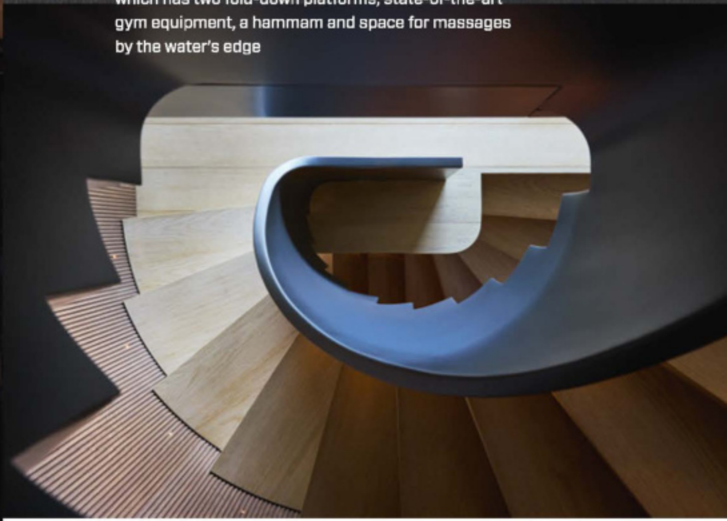
While step-free decks are all the rage in many modern yachts, this layout choice offers an alternative that fosters connection between the exterior and interior while putting privacy at the forefront. It also allows *La La Land* to keep a lower overall height, despite her five full-height decks above the waterline. A side cupboard in the cockpit, adorned in Verde Alpi marble, hides a bar and DJ booth set-up. The bar also holds the first of many ice makers on board. "One thing the owner learned from his previous yachts is that you don't want to run out of ice, so you can never have too many ice makers," van Wyk says.

The lower cockpit serves as a segue between indoors and out, and as an entry point to the sea-level spa and gym, accessed via an internal staircase to port. When the aft doors are fully open, the aft deck flows right into the main salon via a flush-mounted floor. Devoid of an interior dining area, the salon is a true living room, with three deep sofas inviting you to sit down and enjoy the views out of the floor-to-ceiling windows.

Zuccon is practiced at experimenting with asymmetrical layouts for Sanlorenzo, and there's a nod

DEVOID OF AN INTERIOR DINING AREA, THE SALON IS A TRUE LIVING ROOM

Top left: a sunken cockpit forward of the aft deck gives privacy and connects with the salon (left and above). A few steps down is the wellness area (right, center), which has two fold-down platforms, state-of-the-art gym equipment, a hammam and space for massages by the water's edge



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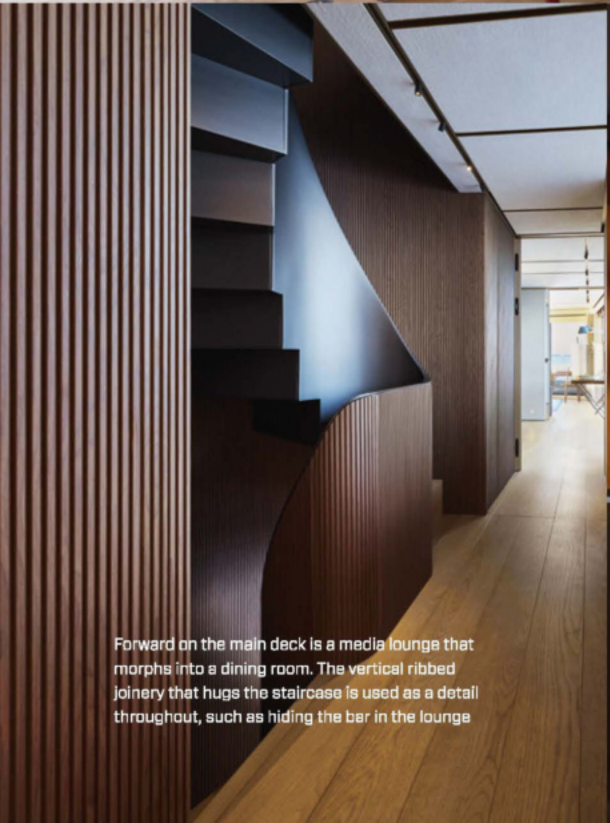
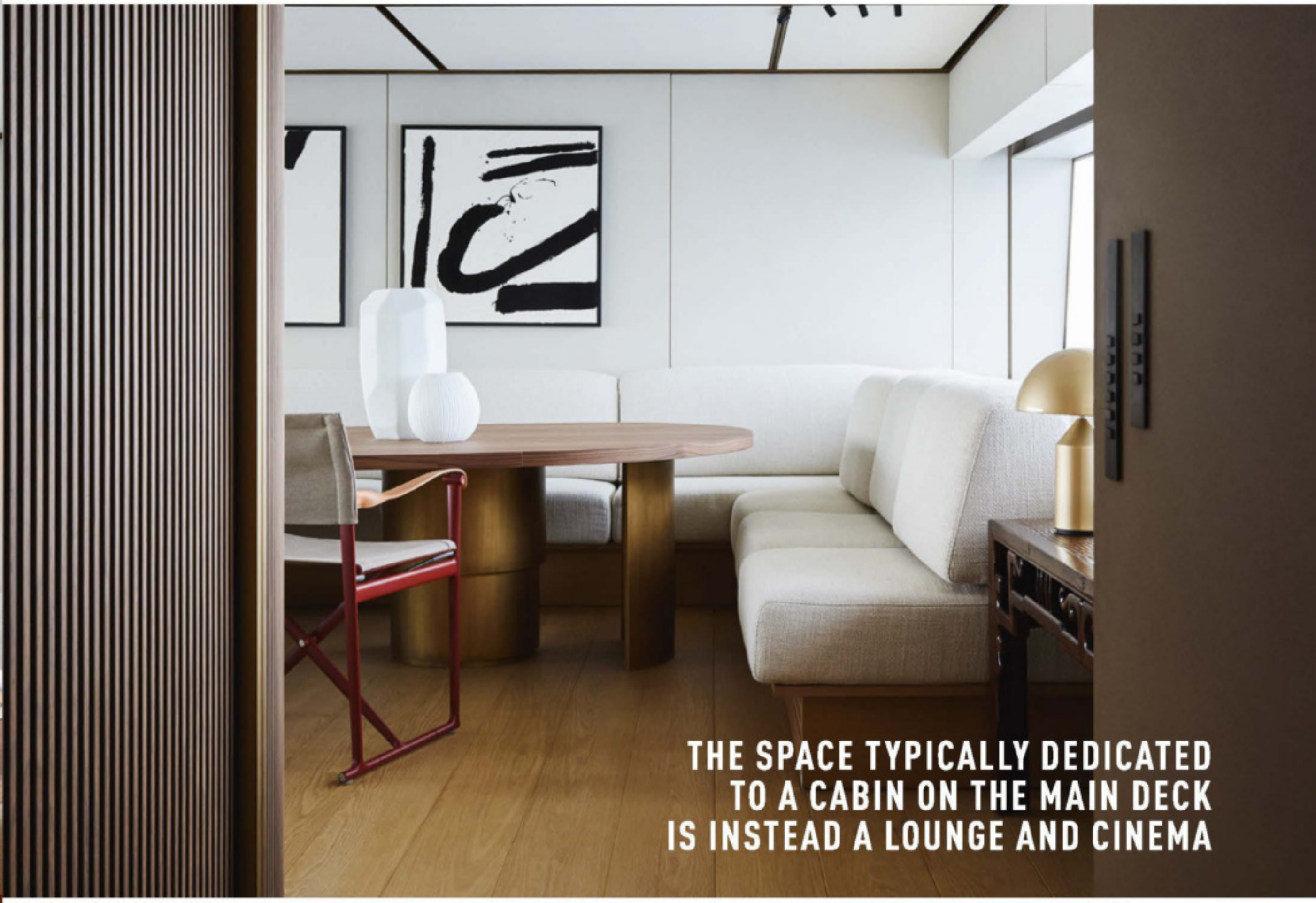


Forward on the main deck is a media lounge that morphs into a dining room. The vertical ribbed joinery that hugs the staircase is used as a detail throughout, such as hiding the bar in the lounge



THE SPACE TYPICALLY DEDICATED TO A CABIN ON THE MAIN DECK IS INSTEAD A LOUNGE AND CINEMA

to this on board *La La Land*. On the main deck, the superstructure is full beam to starboard, with exterior side decks only found on the port side. But the port-side bulwarks are made of glass to avoid disrupting views.

La La Land's interior is by Piero Lissoni and his team at Lissoni & Partners, which includes Stefano Castelli as architect leader, and Gaia Guarino, Federica Ravera, Pino Caliandro and Marco Gottardi.

"Sanlorenzo proposed a selection of architects to the client, and the client chose us," Castelli says. "To date, this marks approximately the 10th collaboration with Sanlorenzo."

Lissoni came up with ideas for the layout and interior finishes, which the team later refined through meetings with and feedback from the owner.

There is a suitable softness to *La La Land*'s interior. The walls are clad in off-white resin, and the ceilings are covered in off-white fabric. The mainly white color palette is soothing, while the soft goods, glass vases and art showcase various shades of blue to conjure up the idea of the sea beyond. Vertically planked wood floors and natural-fiber rugs convey the sense of a relaxed beach house, but brass details, smoked mirrors and rich marble also elevate the interior.

"The beautiful thing about this project was having the chance to maintain all the functions and qualities of an explorer while creating a strong dialogue between what happens inside and what happens outside," Castelli says. "We divided the rooms horizontally and designed large windows, thinking of it as a real floating villa."

As the owner's suite enjoys its own deck above, the space typically dedicated to a cabin on the main deck is instead a lounge and cinema that can be used as a dining room in inclement weather, an owner's request.

The space, which features a hidden 98-inch television, also functions as a gaming room. An oblong black marble coffee table lifts to become a dining table, and the Lissoni team had the clever idea of making the back of the sofas adjustable so guests can sit upright while dining.

There is hidden storage found all over the boat, and the captain points out the storage compartments beneath the built-in sofas. A curved wall cloaked in vertical strips of wood at the lounge entrance slides open to reveal a backlit tangerine-toned onyx bar containing another ice machine. This same feature of vertically cut joinery repeats in detail throughout the yacht, most notably wrapping around the walls of the elegantly contoured staircase.

But even when dining inside, there needed to be a connection with the outside, so the owner was keen for the windows in the forward lounge to be free of visible

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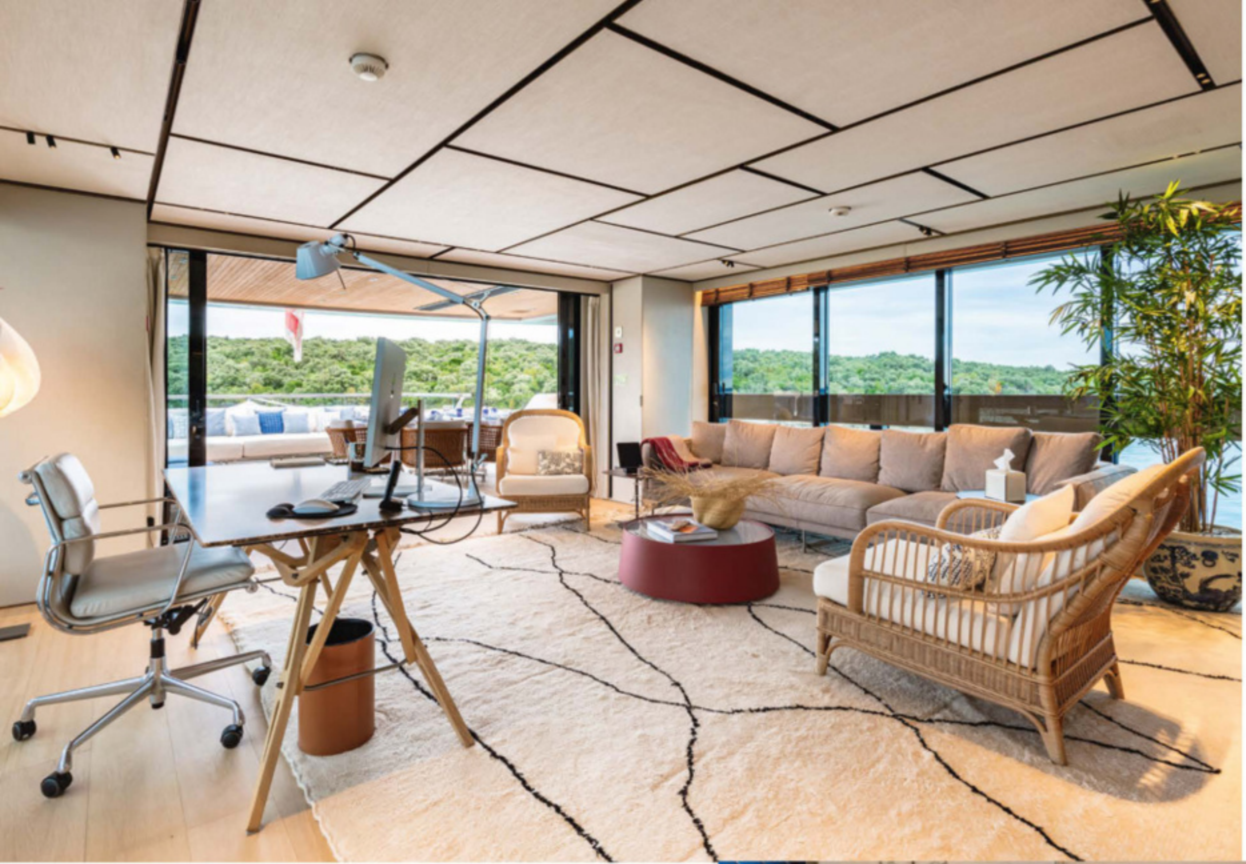
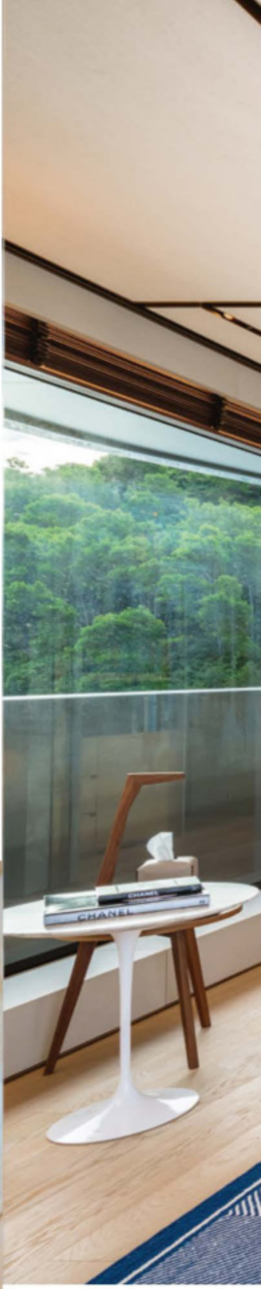


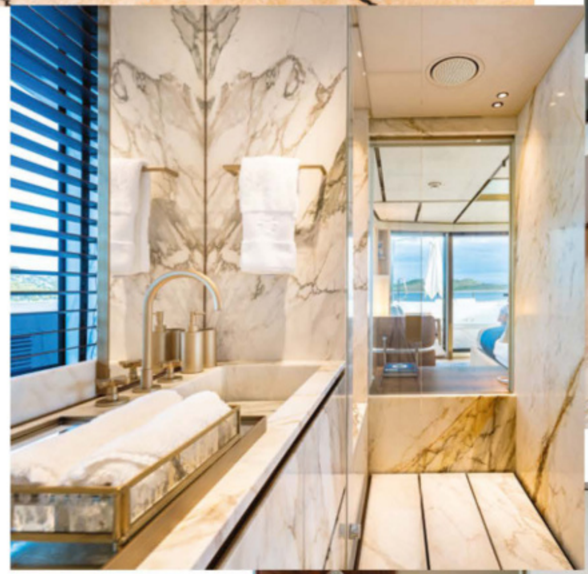


supporting frames to make them feel as large as possible. "He said 'How much do I need to pay to get rid of this frame?'" van Wyk says. "The bond between the owner and Sanlorenzo was strong because he pushed the limits like this." Sanlorenzo met the challenge head on. By building in extra supports in the exterior frame of the window, it was possible to do away with the mullions, creating unfettered views to the outside.

Removing the mullions on the long, rectangular windows in the lower-deck cabins couldn't happen as it wouldn't meet class approval. "The owner is a person who, when there is no solution, will find how to do it in the right way," van Wyk says. Instead, mirrors cover three sides of the chunky mullions to make them less visible and reflect the sea outside. Two VIP and two twin cabins are found here. The same marble with different patterns decorates the en suite guest bathrooms to give a sense of continuity.

An owner's apartment takes over the upper deck. "Having a deck exclusively dedicated to the owner is a feature typically found on much larger yachts," Zuccon says. The sky lounge has been made into a large office space and studio, which the captain says charter guests have appreciated. This space also allows owners or principal charterers to entertain guests within private quarters.

Athwartships from the office is a walk-in closet, which leads into the bathroom. This layout allows the owner's bedroom to enjoy uninterrupted views forward, with full-height sliding glass doors leading out to a private bow lounge with a hydro massage pool.



Conjuring up a residential feel, the expansive owner's deck has a forward-facing bedroom with full-height windows leading out to the private foredeck pool. The sky lounge (top) is a light-filled office for the owner

A CREATIVE LAYOUT PRIORITIZES PRIVACY FOR HER HANDS-ON OWNER

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As another nod to the desire for privacy, the private bow lounge is also invisible from the dock below. This flush set-up was possible due to a significant effort made to hide anchor winches below on the main deck, as on larger superyachts.

As there's a dedicated cinema on the main deck – along with the al fresco cinema set-up – the sky lounge can be a private owner's area as well. Glass doors on three sides turn it into an open-air living area.

"Considering the owner's full involvement throughout the entire creation process, since the very first sketch, the launch was a deeply emotional moment. As a designer, witnessing an owner's attachment to their project is a source of great satisfaction," Zuccon says. "*La La Land* perfectly embodies the concept of travel, which is the primary reason one chooses to navigate."

With a steel hull and a range of 4,000 nautical miles when cruising at 10 knots, travel she will. *La La Land* currently splits her time between summers in the Med and winters in the Caribbean but the owner's goal is to circumnavigate the world eventually.

Part explorer, part private party pad – this yacht can do it all. "I like to define it as a 'multi-tasking' yacht, where spaces transform and areas can be interpreted and experienced in different ways," Zuccon says. Whether it's crossing an ocean or entertaining charter guests, *La La Land* rises to the occasion. ◻

Top: *La La Land*'s swim platform is longer than others in the series per her owner's request. The stairs on the port side lift up and flatten out to become a gangway or a diving board

GREEN INSIDE

Sanlorenzo has partnered with MAN engines to develop the first yacht with a bi-fuel green methanol propulsion system, which will appear on the 50X-Space yacht that's scheduled to be delivered in 2027. The yard has adapted the model's original design to make room for reconfigured diesel tanks that can accommodate methanol and a new distribution system. The yacht will be equipped with two high-speed, four-stroke MAN diesel engines and two four-stroke diesel generators designed by Nanni Industries, which will run on a methanol-diesel mix. Produced from renewable sources, green methanol will power 70 percent of the propulsion and hotel loads.

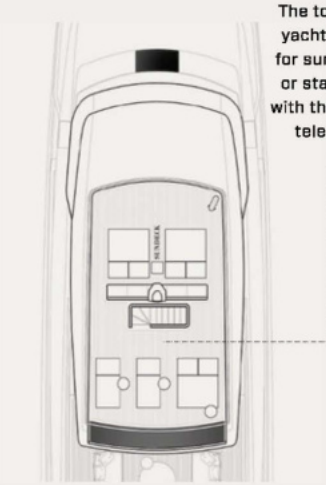
"The use of alternative fuels, hybrid and battery technologies is a central part of our green transformation," says Mikael Lindner, head of MAN Engines. "We are pleased to be able to contribute further to the reduction of CO_2 emissions in this project with the methanol bi-fuel drive."

This initiative contributes to the yard's "Road to 2030" strategy, in which Sanlorenzo has pledged to surpass the sustainability targets set by the International Maritime Organization (IMO) and the European Union. The 50X-Space will significantly exceed the IMO's 70 percent greenhouse gas reduction target for 2040 and the EU's 55 percent reduction target. This isn't Sanlorenzo's first foray into alternative fuels. It recently launched *Almax* with a methanol fuel cell system that powers the hotel load. The 50X-Space's propulsion system will make use of a methanol-diesel fuel mix rather than converting methanol into electricity via fuel cell technology.

LA LA LAND

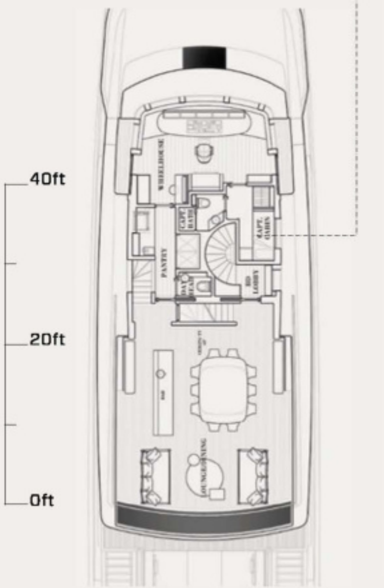
SANLORENZO

SUNDECK



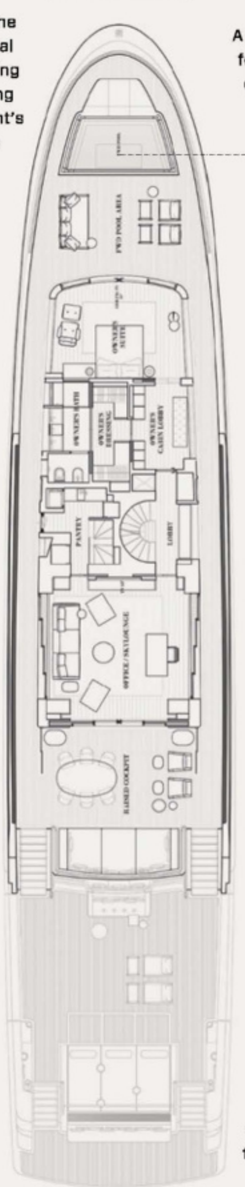
The top of the yacht is ideal for sunbathing or stargazing with the yacht's telescope

BRIDGE DECK



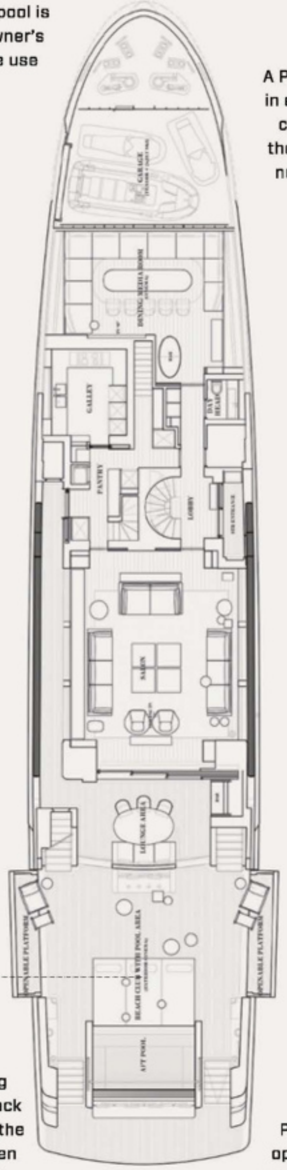
The captain's quarters lie behind the bridge

UPPER DECK



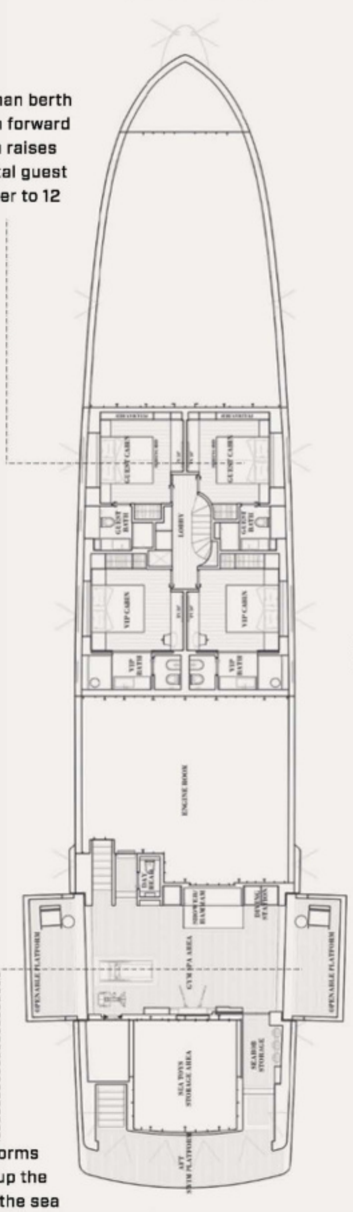
A second pool is for the owner's exclusive use

MAIN DECK



Seating slides back to cover the pool when needed

LOWER DECK



A Pullman berth in each forward cabin raises the total guest number to 12

Platforms open up the gym to the sea

LOA 145' 3"

LWL 137' 2"

Beam 27' 8"

Draft 9' 4"

Gross tonnage
499GT

Engines
2 x Caterpillar C32 ACERT

Generators
Caterpillar C 7.1

Stabilizers
Naiad 525

Speed (max/cruise)
15/12.5 knots

Range at 10 knots
4,000nm

Fuel capacity
14,265 gallons

Freshwater capacity
3,170 gallons

Tenders
Cormate 23; custom rescue SV-480

Owners/guests 12

Crew 9

Construction
Steel hull; aluminum superstructure

Classification
ABS

Naval architecture
Sanlorenzo

Exterior design
Zuccon International Project

Interior design
Lissoni & Partners

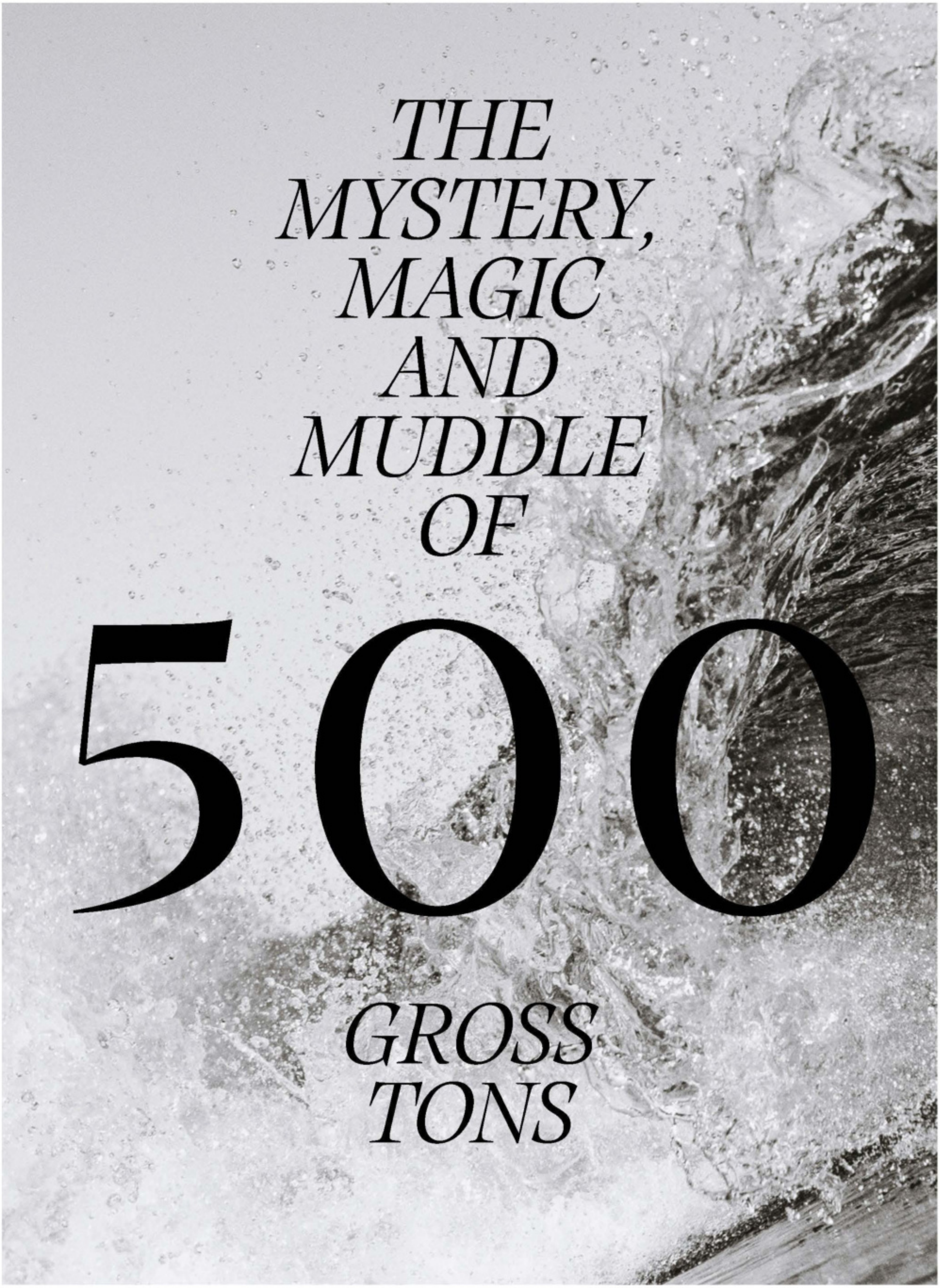
Builder/year
Sanlorenzo/2023
Viareggio, Italy
+39 0584 38071
welcome@sanlorenzoyacht.com
sanlorenzoyacht.com

For charter iyc.com

BOAT PRO

10

THE TOTAL NUMBER OF X-SPACE PROJECTS THAT HAVE BEEN DELIVERED OR ARE UNDER CONSTRUCTION SO FAR



THE MYSTERY, MAGIC AND MUDDLE OF 500 GROSS TONS

PHOTOGRAPHY: TOM VAN OOSSANEN; MATT HARDY ON UNSPLASH

MAMMOET
MAMMOET

Royal Huisman's
171-foot, 499GT
Project 406

Designing and building the biggest small boat possible is a puzzle. Is it worth playing or should owners get the boat they want without all the machinations? *Marilyn Mower* investigates

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PHOTOGRAPHY: EMILIO BIANCHI

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At any yacht show, misinformation on the 500-gross-tonnage topic flows like the libations at the VIP hospitality lounge. Does it matter if a yacht is above or below 500GT? That turns out to be a good question.

The 2025 Global Order Book includes 987 yachts under construction below 500GT, or 86.7 percent of the total. Obviously, staying under that figure is hugely popular, but why? Opinions vary on what the implications are on build and operating costs. Brokers generally quote a ballpark price per GT, but are they quoting a simple-to-build open-plan boat or one that will require extreme engineering (as staying below 500GT on a larger yacht implies?) Most sub-500GT yachts hover around 45 meters (148 feet), so how can yachts of 50 meters LOA, or even more, all measure less than 500GT?

First, what is gross tonnage? It measures cargo capacity, which means enclosed volume – accommodations, machinery and amenity spaces and bits you don't even think about, such as chain lockers, AC ducts and the overhead spaces crammed with piping and wiring.

In 1969, the United Nations, through its International Maritime Organization (IMO), sought to codify the patchwork of centuries-old rules for measuring cargo ships to unify manning requirements and safety rules. Volume – how much a cargo ship could hold – was more important than length and served to calculate registration fees and most port fees. The bigger the volume, the more safety rules to protect goods and ensure an adequate number of crew, with both their number and proficiency requirements rising at each step. The benchmarks were set at 200, 300, 400, 500 and 3,000GT based on considerations such as the Convention on Limitation of Liability. Although yachts were not mentioned in the 1969 document, the rules were applied to mandate the number of yacht crew, their skill sets and ship safety equipment.

At 300GT, yachts over 24 meters shift from home country regulations (for instance those of the US Coast Guard) to IMO rules. Chief among the additional requirements at this level are stability studies and adherence to load line requirements, STCW certification for the captain, first mate and engineer, compliance with Marpol pollution regulations, MLC rules for crew accommodations and working conditions. Life jackets and life rafts, watertight bulkheads, more advanced navigation and communications equipment, and a fire suppression system are all mandatory. Go over 500GT and you need SOLAS safety equipment, specialized training for officers and engineers and generally an additional engineer, plus enhanced navigation and communication electronics, compliance with ISPS code for security, and ISM for a dedicated manager ashore.

"We are trying to apply the logic of a 56-year-old rule about cargo ships to measuring luxury yachts," naval architect Perry van Oossanen says. "For yachts, what we have are interpretations of a rule. The reason this is getting more discussion now is that there is interest in bringing the interpretations and definitions of the various flag states in line with each other."

When discussing the pros and cons of a yacht measuring over or under 500GT, two things became clear: 500GT is an arbitrary number, and selection of a yacht over or under 500GT should be based on what the owner intends to do with the vessel.

The dock talk myths are that sub-500GT yachts are cheaper to build and operate and that a bunch of tricks can be used to build a spectacular superyacht that somehow measures under 500GT.

It used to be that yachts began barging over the 500GT threshold at about 140 to 148 feet LOA. But, by stretching a definition here and pushing a limit there,

A grated surface over the Mangusta Oceano's tender well/pool means the space doesn't count toward gross tonnage

designers, builders and their clients realized that it was possible to expand the envelope, literally.

In design offices, the search for the holy grail is about creating 50-meter-plus (164-foot) yachts that measure below 500GT. Are there yacht designers who have exploited loopholes or vagueness in the definitions? Of course. Are these legitimate tonnage exclusions? Yes, at least at the time of their construction, but they imply compromises.

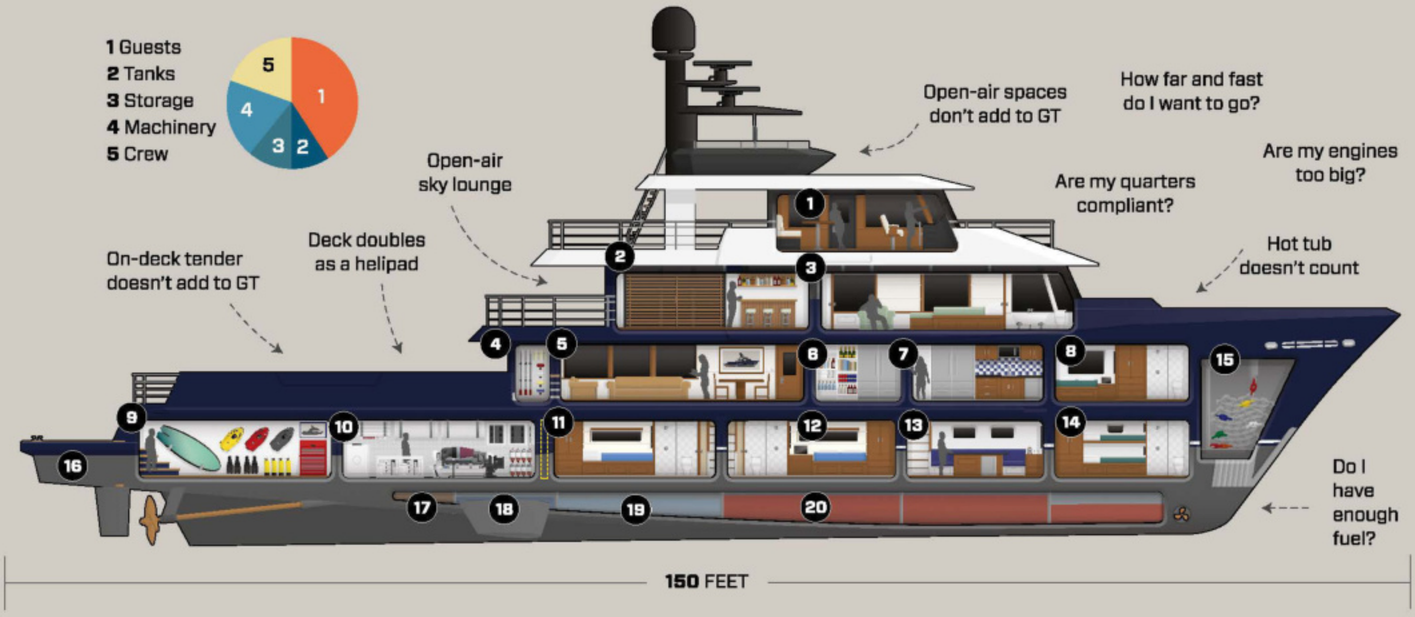
The custom yachts 192-foot *Phi* and 171-foot *Special One*, launched by Royal Huisman, and the 164-foot Sanlorenzo *Almax*, all below 500GT, are among recent examples that seem to defy mathematics. How did they get there? *Almax*, for one, among other steps, shrunk the size of its engine room using fuel cells in place of big diesels – a bold but not inexpensive step for sustainability. In general, it's a lot more expensive than one might think to reach the holy grail of yachting.

> **"WE ARE TRYING TO APPLY THE LOGIC OF A 56-YEAR-OLD RULE ABOUT CARGO SHIPS TO LUXURY YACHTS"**

Van Oossanen is *Phi*'s naval architect, the longest yacht to stay under 500GT. "We really didn't use any tricks," he says. "Well, maybe the fashion plates... but the owner wanted a certain speed and range out of the yacht. And we did that with an efficient, narrow hull that reduced interior volume."

Usually, he says, while clients ask for a specific length, shipyards focus on volume. "They ask for the biggest small boat we can design. Many things come as a result of that request. Some of them, such as large open areas, impact usability and lifestyle in bad weather; others are

WHERE DOES THE VOLUME GO ON A 150FT 500GT DISPLACEMENT EXPLORER YACHT?



Open-air spaces don't add to GT

How far and fast do I want to go?

Open-air sky lounge

Are my engines too big?

Are my quarters compliant?

Deck doubles as a helipad

On-deck tender doesn't add to GT

Hot tub doesn't count

Do I have enough fuel?

1 Wheelhouse
2 Sky lounge
3 Owner's cabin
4 Deck storage
5 Main salon
6 Pantry/refrigeration
7 Galley
8 Captain's cabin
9 Lazarette/toy storage
10 Engine room
11 Guest stateroom x 2
12 Guest stateroom x 2
13 Crew mess/laundry
14 Crew cabin x 2
15 Anchor locker
16 Steering
17 Oil
18 Wastewater
19 Freshwater
20 Fuel

“A 52-METER WITH A GROSS TONNAGE OF 600 WOULD PROBABLY BE THE PERFECT BOAT FOR THE LARGEST SHARE OF THE MARKET”

PHOTOGRAPHY: TOM VAN OOSSANEN

compromises the owner may not see on a drawing, such as limited deck storage, crew areas, storage for spare parts and maintenance issues. An open tender garage forward may solve a tonnage equation but becomes a maintenance issue later,” van Oossanen says.

While a later maintenance issue may not raise a red flag, the design and engineering cost to fit 10 pounds of goodies in a five-pound sack can be enormous and may reduce the field of yards able to build such a complex product.

“We billed 64,000 man-hours of design and engineering time last year and 20,000 hours were spent on squeezing yachts to measure under 500GT,” Gregory C Marshall, a naval architect in Canada, says.

“Sub-500GT yachts have been a focal point of our work for 20 years. The dollars go up the harder you push the rule. It appears that about 55 meters will be as large as you can go and still stay under 500GT. We’ve done it twice and it’s a mistake, in my opinion.”

Marshall’s advice? “Build a 42-meter [138-foot] at 499GT. You’ll get the headroom and storage you want and you won’t need a pilot to cruise in Canada. If you want more accommodations, go over 500 and be done with it. You might add 100GT to the calculation, $5 million to the build cost, but the boat will be worth so much more.” As far as increased annual operating costs for crew, paperwork and the designated person ashore, it’s roughly $150,000 to $160,000, Marshall says. “That’s not nothing, but in the scope of a superyacht’s annual operating costs, it’s almost insignificant.”

Triggering angst now is the effort by classification societies to unify measurement. For example, storage within bulkheads used to be exempted from measured volume in some jurisdictions. Not anymore. Any enclosed space, including the ‘tween deck space above overheads, counts as volume. An open swimming pool doesn’t count, but if the bottom rises to make a solid deck for other uses, it does. And the popular plumb bow will hit 500GT faster than a raked bow.

“Let’s say there had been classification groups and surveyors who looked at things differently,” Vripack’s Bart Bouwhuis says. Vripack’s latest sub-500GT success is 171-foot *Special One*, a six-deck sportsfisher with an elevator measuring 499GT.

Since enclosed spaces count toward tonnage, naval architects and builders have resorted to such things as boxes with grillwork on the sides and lattice tops covered with cushions. “There’s a percentage formula for how much of an enclosed volume has to be open to be excluded,” Marshall says. “It’s perfectly legal, but on a crossing, your storage becomes a washing machine.”

Sanlorenzo used the grillwork approach on its 164-foot 50Steel model to exempt the volume of its forward tender garage, as did *Special One* and a 164-foot Benetti. Mangusta stores the tender on its 164-foot Oceano 50 forward under a grated surface that can turn into a pool when the tender is launched. This technique is a trade-off, designers agree, because it means more crew time keeping the tenders clean and a bit more maintenance on the hydraulic systems that open the hatches and launch the craft.

“One of the issues we face trying to keep a yacht under 500GT for our clients is the limit it puts on headroom. A typical five-stateroom boat under 500GT will be limited to a maximum headroom of 2.15 meters [seven feet],” naval architect Sergio Cutolo, founder of Hydro Tec, says.

“The flag states are getting stricter and stricter, even counting the space between fashion plates and the superstructure as volume,” Cutolo notes. Pushing the limit on maximum interior volume will result in a yacht with less hull depth. “This puts the main deck closer to the water, which people may like. But it also puts the make-up air intakes too close to the water and you have to do extra things to keep mist and water out of the engine room and ventilation system.”

Cutolo agrees that many brokers push the under 500GT idea to limit costs and imply naval architects have tricks to subtract tonnage. He offers the opinion that “tricks are a bit of a compromise.” One of those compromises is safety.

“Under 500GT, only the engine room is required to have fireproof walls, doors

Above: *Phi* is the longest yacht under 500GT, thanks to her narrow hull optimized for speed and range. Right: one way *Almax* got under the threshold was her fuel cell hotel power allowed for a smaller engine room

and a built-in firefighting system. Over 500 means fire insulation around the galley too, the entire yacht must be fitted with sprinklers or high fog and all escape routes must meet fire-proofing standards. A yacht over 500GT will also have to have an emergency generator above the waterline, a raised steaming light and higher levels of certification for the captain and officer of the watch and two deckhands. Plus, the yacht must adhere to ISM rules with a dedicated person ashore for emergencies.

"I understand the cost perspective, but you have to be willing to accept [those] compromises. Under 500 you will have less crew and less storage. We had a client who wanted a long-range explorer with certain accommodations and number of decks. We drew it and showed it to him and he said, 'but where are my refrigerators?' We had to explain that if he wanted his walk-in refrigerators, something else would have to go. A client has to be clear on the goal for the yacht and on the priorities. Yes, you can do an explorer under 500GT, we have done them, but then range and autonomy need to be the priorities," Cutolo says.

He agrees with other designers that it's more expensive to design and build a 50 meter under 500GT. In his view, 130 to 140 feet – and what you can comfortably fit in that – is the right length for an owner insisting on staying below 500 GT.

Thom Conboy, the US-based senior director of Ocean Independence and the North American sales director for Heesen Yachts, is not a fan of the 500GT limit. "I'd like to see it blown up. We should all just stop following it. It makes the interiors of a 50-meter feel like a 40-meter.

"Here's the problem: MLC 2006 mandated an increase in the size of crew cabins and area by about 15 percent. Next, the catalytic converters required for Tier III pollution control mean the engine room has to grow by 20 percent. Where does that volume come from? It comes from the owner and guest accommodation. There is no exemption for these changes and the room they require." To put it another way, these items gobble up 25 to 50GT, or five to 10 percent of the total yacht's volume.

"If clients are coming out of a 50-meter Trinity or Christensen from the 1990s or 2000s, they have a different mindset. Those boats measured under 500GT then. Built today, those boats would measure around 700 to 750GT. The only way to stay under 500GT with a new build today is to lower your expectations," Conboy says.

"Why are we doing this? It's a made-up rule that has nothing to do with yachts. Unlike LY3 and PYC that adapted SOLAS and commercial rules for yachts, we are still struggling with interpretations of an old cargo measurement. It makes no sense. You know what makes sense? A 52-meter [170-foot] yacht with a gross tonnage of 600 would probably be the perfect boat for the largest share of the market."

Peter Bouma, senior naval architect at Vripack, and van Oossanen both say the Cayman Islands registry has been doing a great job at "reducing the gray area." This is happening on two levels Bouma says: one is actually how to measure the dimensions and the other is in the actual rules on structure. "They are looking at it from the safety of the paying passenger and reducing risk."

"The only way to deliver everything today's owner seems to want in a below-500GT boat is to use a holistic approach to the dimensions, performance and amenities," Bouwhuis says. "For example, if fast speed isn't important, then you can use smaller engines meaning a smaller engine room. If range isn't important, you can have smaller tanks. In this way you make smart changes that add up and you use the volume where it has the most value to the client. The only risk is if the client wants to push it to the extreme it can become too expensive to design and build. It's always cheaper to build a large-volume boat," Bouwhuis says.

The lesson is nothing new: you can't have your cake and eat it too, no matter how adept the baker, designer, or builder). □

SEXY ME
OTAM

POWER PLAY

OTAM'S FLAGSHIP 90 GTS IS FAST, STYLISH AND HIGHLY CUSTOMIZED. IT'S PARTY TIME, SAYS *KEVIN KOENIG*

PHOTOGRAPHY Alberto Cocchi

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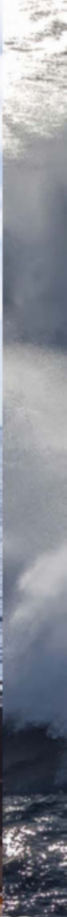

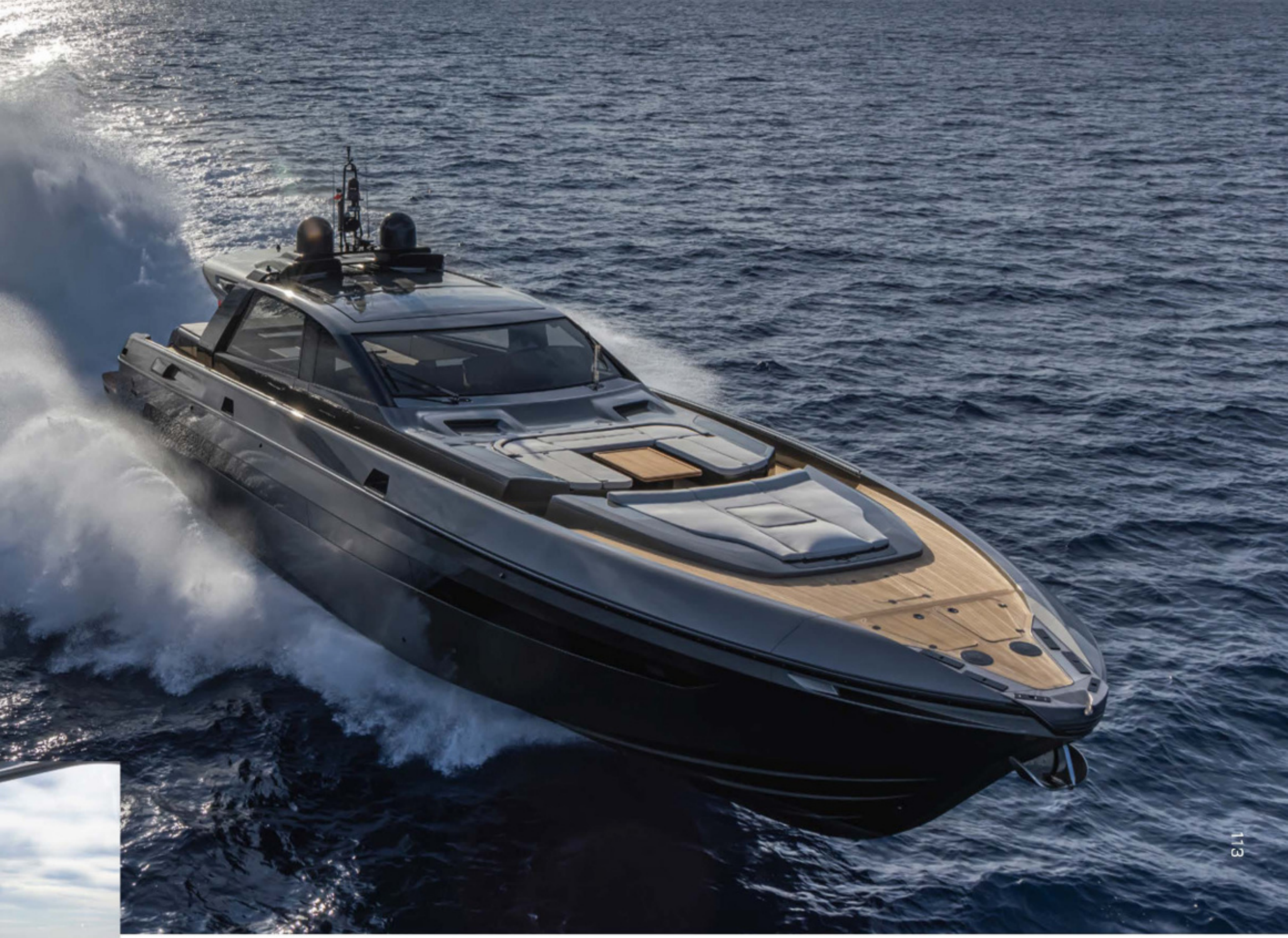

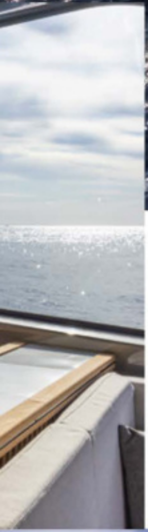

The one-piece windshield needs no obstructive pillars. Below: the lounge up front seats 10 with adjustable backrests and an extendable dining table

At every boat show, there's one thing on the list that stands head and shoulders above the rest. Even at a show like the Cannes Yachting Festival, the top European event in the calendar for the sub-500GT market, there was one boat that I had marked out to see: the Otam 90 GTS. The first hull, christened *Sexy Me*, piqued my interest not only for her eyebrow-raising name, but also because her shipyard, Otam, hadn't debuted anything new above 80 feet since 2020. Keen to retain a boutique approach, the yard has a laser focus when it comes to new construction.

The 90 GTS is the flagship model from this Genoa-based builder of scorchingly fast, high-luxe dayboats with a strong racing pedigree (in the 80s it built hulls for Magnum Marine). To say it is striking would be an understatement. The blue-gray metallic paint job shimmers and shakes as it dances with the deep blue water. The lines are reminiscent of an arrow; the bow is tipped with a gleaming titanium grill and is stretched to a point where it seems almost disproportionate to the relatively small superstructure, which sweeps back over the sheer line at an angle.

The key here, according to the yacht's exterior designer Giuseppe Bagnardi of Rome's BG Design Firm, was to keep the lines clean and maintain the distinctive style that carries across all Otam boats. "We didn't want to add a thousand details here and there. It's too risky," he says. "We wanted to make a boat that is sexy now, and that will still be sexy 10 years from now. And in fact, when the owner first saw the 90, he said, 'Woof, that's a sexy boat.'"

He felt the emotion so viscerally that he named her *Sexy Me*. The yacht's raison d'être is effectively to be a party boat. She follows a smaller Otam named *Crazy Me* and spends her

>>

THE ACCOMMODATIONS LEVEL IS OF HIGH QUALITY THOUGH I DOUBT ANYONE WILL BE SLEEPING ON THIS BOAT FOR ANYTHING MORE THAN A CAT NAP

PHOTOGRAPHY: XXXXXX

There is a fully equipped galley on board (left) and three en suite guest cabins, appointed for overnight stays. The deck is of a solid construction and emits no creaking sounds when under way. The ceiling below deck is almost seven feet high

days chasing a fleet of Mediterranean-based yachts. As such, while she can be run with a captain and one crew member if needed, she is staffed with four crew who offer around-the-clock service. She certainly has enough deck space for it. At the Cannes show, a busy schedule and rough weather outside the port means that my time aboard coincides with – fittingly enough – a large party. As we shove off from the pier, there are close to 20 of us in total – all with ample room.

We board via a rather special passerelle. Otam prides itself on its ability to customize its boats, and one of the main customizations on *Sexy Me* is this boarding device. It has the ability to pivot at almost 360 degrees, allowing guests to board not only when the boat is docked stern-to but also from the other yachts in the fleet as it pulls alongside them.

"We had quite a hard time putting this baby aboard," Matteo Belardinelli, Otam's sales director, says. "It's quite a massive weight, over half a ton more than a normal passerelle," he says. "It presented quite a challenge, but I think our ability to have it installed speaks to the lengths we go to to meet our clients' customization demands."

Belardinelli also points to the boat's air-intake cooling systems as another example of Otam's ability to do things differently from other boatbuilders. "We really got the idea from the automotive industry," he says.

The boat has two air-intakes installed in the hardtop and two below the windscreen, with the express purpose of helping to cool the massive, twin 2,600-horsepower MTU 16V engines. For Bagnardi, who has worked in the past with carmakers such as Lamborghini, the boat-car interplay was a natural fit. "I wanted this project to have the feel of a muscle car, but in a very elegant way," he says. "It needed to be sporty but elegant, aggressive yet balanced. During the entire design process I reminded myself that less is more."

On board, the 90 GTS has everything you'd expect of a dayboat. There's the requisite sunpad in the aft part of the cockpit that could easily fit four adults. The salon has white leather sofas to port and starboard, each with their own folding tables. One factor that was of utmost importance to the owner was the boat's sound system. It is not the simplest thing to make sure each note is clear on a vessel traveling in excess of 40 knots. Thus, Otam put special care into the speakers, and had to figure out where they needed to be placed

PHOTOGRAPHY: XXXXXX

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in the superstructure before they even began construction of that part of the boat. So in effect, the superstructure was designed around the sound system. But audio aside, Otam still packed a punch into the superstructure design. Forward of the salon is a one-piece windshield, unbroken by mullions or pillars and standing at 11 feet across and over three-and-a-half feet tall. Stretching out above the living space is an impressive opening roof that spans 10-and-a-half feet. With the roof open, no doubt every other boat in the vicinity will be able to enjoy *Sexy Me*'s sound quality.

Up front, there is a foredeck lounge with U-shaped seating with a teak table aft and a sunpad for three forward of that. In the tip of the bow is an open space for the crew to perform anchoring and docking duties. The best thing about this foredeck, though, has nothing to do with its features. Bagnardi deftly raised the gunwales to completely hide the deck from side views. To put a finer point on it, even though I had seen the boat in videos, I did not realize the foredeck lounge existed until I stepped on board. Ten people can enjoy this space, with adjustable backrests that make it multi-purpose and an extendable dining table.

Down below, the accommodations level is of high quality though I doubt anyone will be sleeping on this boat for anything more than a cat nap. Nevertheless, the amidship owner's cabin and the forward VIP are en suite and relatively spacious, and done in a breezy light oak. There are three cabins in total and all of them have closet space and amenities to make them comfortable for overnight stays. The deck is also notable for feeling solid. There are no creaks or groans down here, even under way. This robust construction is one way that Otam was able to keep the decibel levels to 46dBA when the boat is running (the level of pleasant conversation is about 65dBA).

One major factor in the boat's obvious sturdiness is that its hull is made from Aramat, a multi-layer composite that features Kevlar – the same material used in bulletproof vests – as a major component. The boat's superstructure was made from carbon fiber for enhanced rigidity and to keep the weight low, which in turn brings the center of gravity closer to the waterline, particularly important for a boat meant to rip around the way this one does.

F1 cars inspired the jaw-dropping helm, where the captain enjoys a carbon fiber dash and wheel, plus plush Alcantara, and draws information from two Böning screens. A joystick helps the boat maneuver at docking speeds. But truthfully, most don't care about what this Otam will do when it's going slow. They want

TO SAY IT IS STRIKING WOULD BE AN UNDERSTATEMENT. THE GRAY-BLUE METALLIC PAINT SHIMMERS AND SHAKES AS IT DANCES WITH THE DEEP BLUE WATER

>>

to know about when it's going fast. The contract required a minimum 42-knot speed, yet the builder reports the yacht hit 45 knots in early sea trials. In my time on board we don't see quite those numbers. With the throttles pinned and the Arneson drives spitting out a showstopping rooster tail behind us, the fastest speed I see is 40 knots. Still an impressive number for a 91-foot yacht laden with nearly enough people to fill out a Major League Baseball team's roster. At a 37-knot cruise the hull's fine entry slices through a breezy chop out on the bay of Cannes. And in turns – even hardover ones – the 90 GTS is remarkably well balanced. Heel is noticeably mitigated, and lines of sight remain reassuringly unblemished as we charge through a waterway dotted with the latest offering of new yachts.

None of them, however, can top the Otam. This model offers so much in terms of intimate customization, heavy-duty construction and those world-beating MTU powerplants. Like its arrowhead styling suggests, the GTS90 entry into the market has been clean and neat. Otam is quietly dusting off its bow and getting ready to bring out various different configurations of this model to target a wider selection of clients. No doubt they'll all be as swift and sharp as this one. ◻

SEXY ME
OTAM

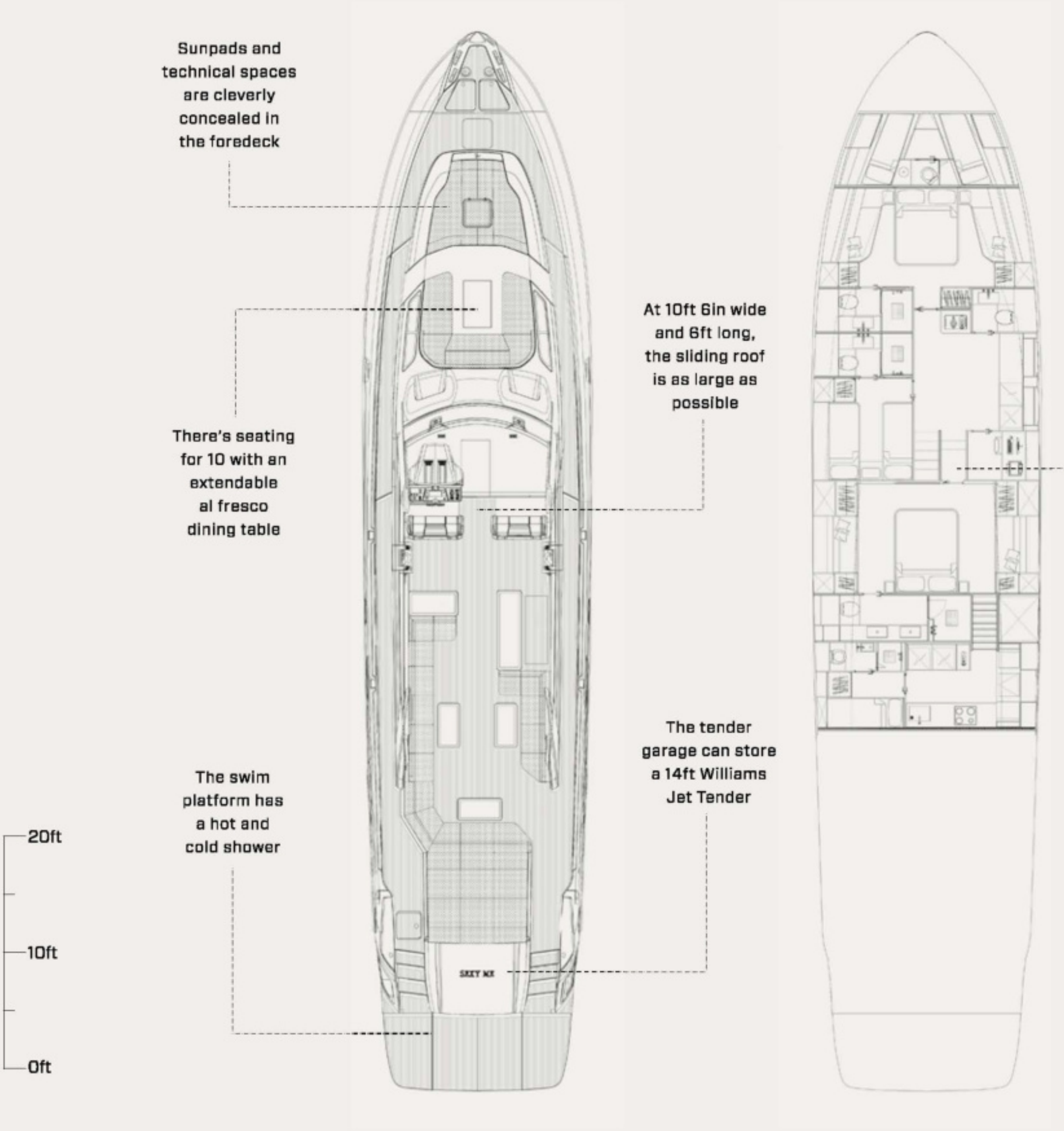
The yacht can store a 14ft Williams Jet Tender in its garage (above). The boat's superstructure is made from carbon fiber for enhanced rigidity and light weight

SEXY ME

OTAM

MAIN DECK

LOWER DECK



Sunpads and technical spaces are cleverly concealed in the foredeck

There's seating for 10 with an extendable al fresco dining table

The swim platform has a hot and cold shower

At 10ft 6in wide and 6ft long, the sliding roof is as large as possible

The tender garage can store a 14ft Williams Jet Tender

The full-beam owner's suite is accessed via two steps

LOA 91'

LWL 78' 7"

Beam 19' 8"

Draft 6' 7"

Gross tonnage 100GT

Engines 2 x MTU 16V 2000 M96L; 2 x Arneson Drive ASD 15 A1S

Generators 2 x 20.5kW DG Kohler

Speed (max/cruise) 45/37 knots

Range at 35 knots 380nm

Fuel capacity 2,378 gallons

Freshwater capacity 317 gallons

Owners/guests 6 (8 in alternative layout)

Crew 4

Construction Aramat/GRP

Tender 14' Williams Jet Tender

Naval architecture Otam/Marine Design Umberto Tagliavini; Aldo Scorzoni

Exterior styling BG Design Firm

Interior design BG Design Firm/Otam

Builder/year Otam/2024
Genoa, Italy
+39 010 601901
otam.it

BOAT PRO

8

THE NUMBER OF YACHTS OVER 79 FEET DELIVERED BY OTAM SO FAR. THE NINTH WILL BE READY THIS SUMMER

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Best by Boat

Simon Ward heads to Spain's golf country to experience elegant lodgings infused with Andalusian charm

Southern Spain may offer a wealth of pretty towns, exceptional restaurants and stunning scenery, but for a certain type of visitor, it is known for just one thing: golf. There are around 120 courses in the region, from pay-to-play walk-ups in Marbella to Sotogrande's Real Club Valderrama, one of the best-known courses in the world. But the 18-hole La Hacienda Links course in San Roque suddenly finds itself with a huge advantage over the competition: it's paired with a hotel from the world-leading Fairmont brand, freshly opened and ready to pamper, feed and relax golfers and their families.

Local architect dAAR designed La Hacienda's main building and standalone villas with the landscape and local topography in mind, the hotel unfurling gently down a slope toward an expansive lounging area. Here, you'll find an infinity pool surrounded by dozens of wooden loungers, cabanas and huge daybeds to while away the day in peace (*BOAT* brag: we were the first-ever guests to swim in the pool). Friendly and seemingly telepathic staff are on hand to cater to every poolside whim – our mules mixed in the Umbra poolside bar certainly hit the spot after our Saturday-morning swim. *Continued overleaf...*

PHOTOGRAPHY: MICHELLE CHAPLOW/HOTEL ESSENCE PHOTOGRAPHY

THIS MONTH: *seven days in the islands of Fiji / a Lisbon cannery reveals Portugal's past / the greater goods from the Dalmatian islands*

EDITED BY Georgia Boscawen

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Continued from previous page

Inside, Studio Ibu has used Campaspero limestone, dark woods, linen, rattan and jute to create an assured, luxurious interior embellished with dozens of featured works of art and statement lighting. The Andalusian sun plays a starring role in setting the scene here – its movement along the hotel's nooks, bars, terraces and relaxation spaces as the day progresses means every area is cast in a different light at certain times of the day.

All 153 rooms and 47 standalone villas are impeccably turned out, with the off-white decor broken up with stylish furniture, absurdly comfortable beds and huge Bose televisions. Every room also has a terrace with a view of the glittering Med and the Punta Carbonera lighthouse standing sentry a few hundred feet away – this must be one of the only hotels in the world where you can see Spain, the UK (represented by the nearby Rock of Gibraltar) and the distant African shores of Morocco at the same time.

> **THE DALMAR RESTAURANT OFFERS EXQUISITE DINING IN A RELAXED, CANDLELIT SETTING**

Of course, there's much more to do here than swing clubs all day. The hotel has a generously equipped spa and gym for those needing a treatment or a workout. And to explore the area in style, Fairmont can arrange a Moke jeep to drive to the nearby Alcornocales Natural Park to explore its forests, traditional villages and abundance of cork trees (it's one of the area's largest exports). Also nearby and perched atop a hill is the ancient town of Castellar de la Frontera, populated by bohemians, artists and hippies.

After a hard day exploring, golfing or lounging, Fairmont has a real culinary treat up its sleeve. Helmed by acclaimed chef Benito Gómez, the hotel's Dalmar restaurant offers exquisite Andalusian dining in a relaxed, candlelit setting. Huge white anchovies served on penjar tomato bread and calçots with pork jowl lead the way, followed by a selection of main courses including grilled sea cucumber, quail in a tomato marinade and grilled bone marrow with Wagyu tartar.

For a new opening, Fairmont has hit a hole in one here with its confident yet understated luxury. It's enough to make even the keenest of golfers think twice before heading out for another round. *fairmont.com*

FIJI

En route to participate in the annual South Pacific Superyacht Rendezvous, Captain Justin Bourgeois of 112-foot *Kawil* charts an adventurous route following the trade winds around the Fijian islands

Day One

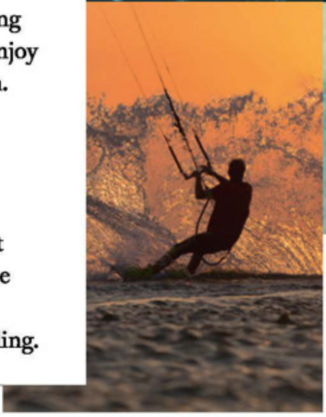
Arrive at Savusavu Airport on Vanua Levu island and meet *Kawil* at Nawi Island Marina, where yachts up to 279 feet can berth and crew can clear customs. Enjoy sundowners and local delicacy Kokoda – a coconut milk-infused ceviche – at Nawi's Nautical Restaurant before setting off.

Day Two

Depart from Nawi at sunrise and cruise 23 nautical miles to Namena Marine Reserve to meet the professional dive team from the Jean-Michel Cousteau Resort. Swim to see tropical fish, colorful soft corals, dolphins and sharks in what Cousteau described as "the best diving environment on the planet." After, enjoy a barbecue on the paradisiacal beach.

Day Three

Cast off and catch the breeze to sail to Yadua Island. The waters of this 50-nautical-mile crossing are perfect for deep-sea fishing. After arrival, use Cukuvou Bay's strong winds for an afternoon of kitesurfing or hydrofoiling.



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STAY

For an extra level of escape, check in at the Likuliku Lagoon Resort, a luxurious haven on Malolo Island.

SHOP

Seek out souvenirs around Port Denarau Marina, considered one of the best spots for shopping in Fiji.

PHOTOGRAPHY: MICHAEL RUNKEL/GETTY IMAGES; MICHELLE CHAPLOW; GETTY IMAGES; ADOBE STOCK; MATT CRAWFORD; COURTESY OF CARDO'S; SHUTTERSTOCK; PHOTO 12/ALAMY STOCK PHOTO

ILLUSTRATION Yasmina Green

Day Four

Set sail at sunrise to cover 52 nautical miles to Nacula Island. Disembark and visit the village of Malakati for an afternoon of cultural immersion. Prepare for your visit by purchasing Kava root before you leave Nawi on Day One; this can be presented to the village chief in an authentic Sevusevu ceremony upon arrival. The chief will later show you around the rustic village before inviting you to a traditional Lovo feast for dinner.

HOLLYWOOD
PRODUCTION
DIRECTOR
CAMERA
DATE
SCENE
TAKE

Day Five

Hike to the hilltops of Malakati for a panoramic vista of the bay and village before departing. Then sail to Nanuya Lailai Island, where *The Blue Lagoon* was filmed in 1980. Drop anchor near Korondole Point and head for a spa treatment at Nanuya Island Resort.

Day Six

Set sail for 35 nautical miles to the uninhabited Navadra island, the filming location for Tom Hanks movie *Cast Away*. You will have a remote, white-sand beach to yourself, so play Robinson Crusoe or enjoy snorkeling and the water toys before spending a quiet evening stargazing.

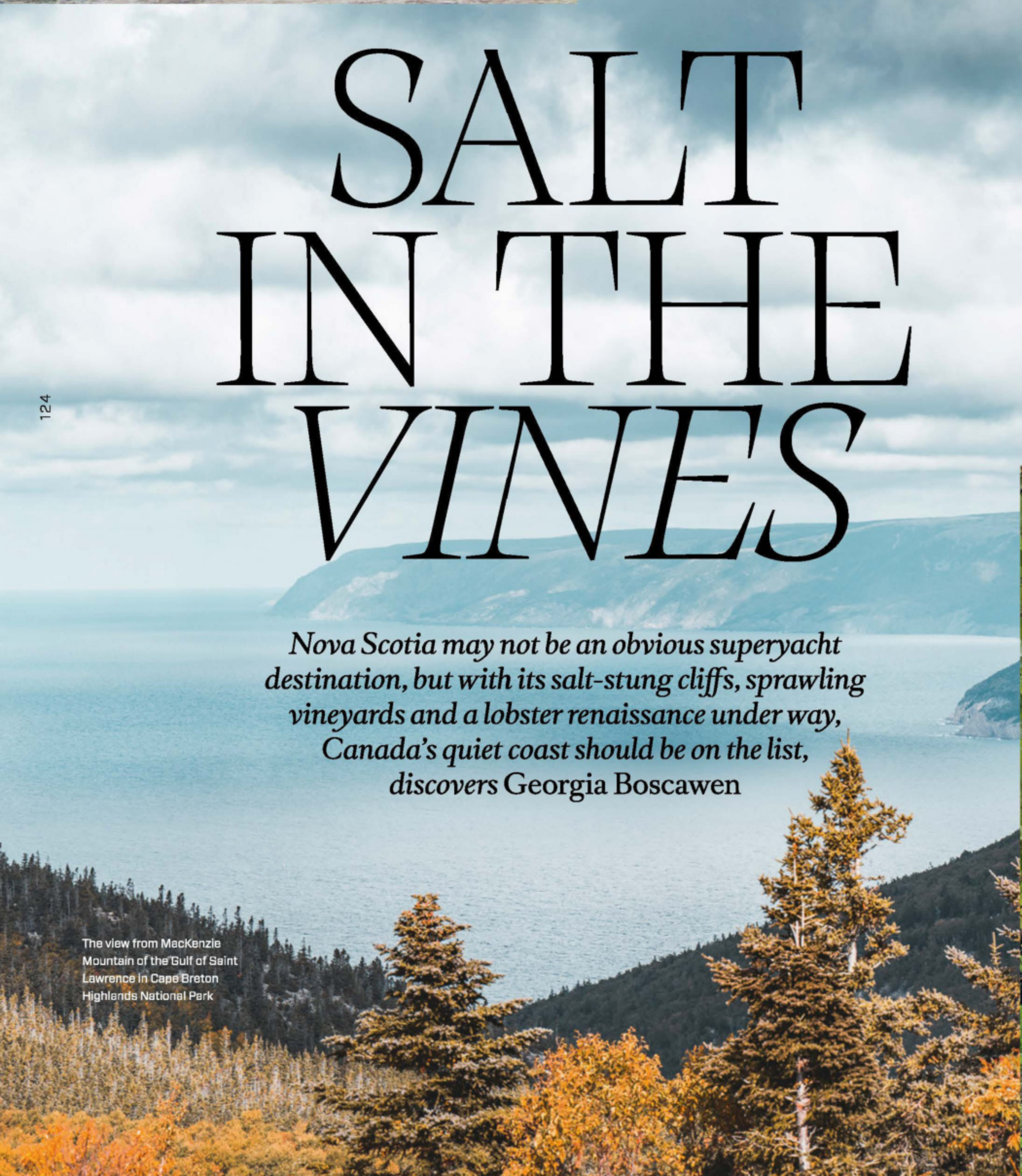
THE SOUTH PACIFIC SUPERYACHT RENDEZVOUS WILL RETURN IN 2026

Day Seven

Sail 26 nautical miles to Port Denarau Marina, home of the South Pacific Superyacht Rendezvous. Dock and step ashore for souvenirs and dine at one of the marina's many restaurants, finishing with a nightcap at Cardo's. After the Rendezvous, head home via Nadi International Airport.

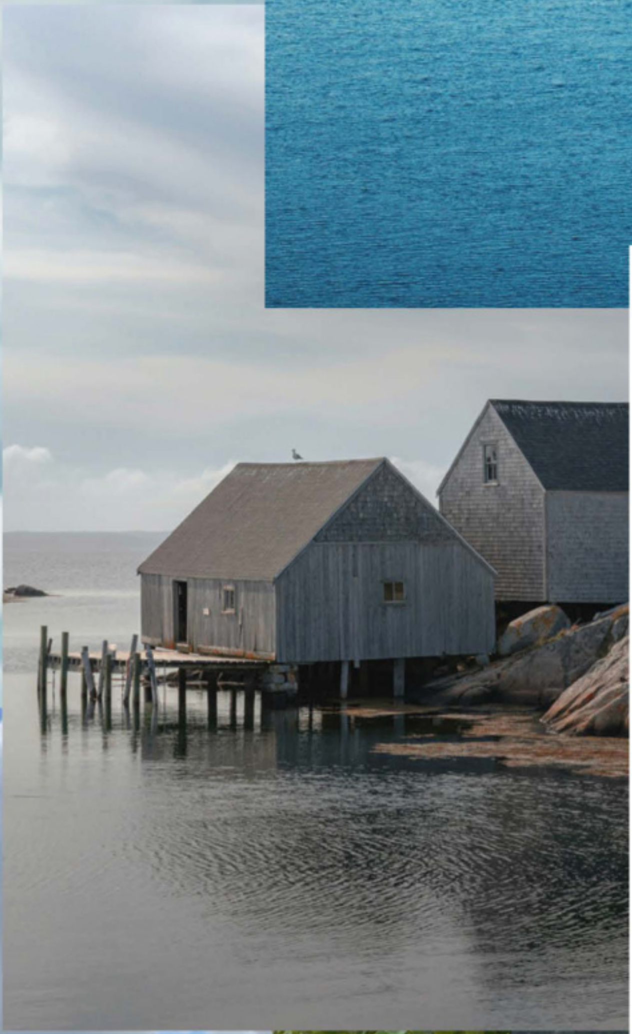
SALT IN THE *VINES*

Nova Scotia may not be an obvious superyacht destination, but with its salt-stung cliffs, sprawling vineyards and a lobster renaissance under way, Canada's quiet coast should be on the list, discovers Georgia Boscawen



The view from MacKenzie Mountain of the Gulf of Saint Lawrence in Cape Breton Highlands National Park

Nova Scotia's 8,300 miles of coastline are dotted with lighthouses, towns — including the capital, Halifax (right) — and vineyards like Domaine de Grand Pré (below)



PHOTOGRAPHY: GETTY IMAGES; COURTESY OF DOMAINE DE GRAND PRÉ; MINH ON UNSPLASH; ERIK MCLEAN ON UNSPLASH

The vertiginous pine-topped crags of Cape Breton Island in the Canadian province of Nova Scotia look strangely familiar. This is my first visit to eastern Canada, yet the limestone Cabot Cliffs draped in fog on the island's north-western coast feel like I've seen them before. The resemblance, thankfully, isn't a figment of my imagination. Nova Scotia is Latin for New Scotland, a name bestowed after Scottish settlers arrived in the late 18th century, following the Highland Clearances, bringing with them the Gaelic language, traditions and culture. I like to think that their arrival would have felt like a homecoming of sorts: the coastline of Nova Scotia mirrors Scotland's own – albeit with better weather.

What you are still unlikely to see here is the silhouette of a superyacht. But they do visit; in the past year (from June 2024), 28 yachts have spent time in Nova Scotia, according to BOATPro data, including the 295-foot *Dreamboat* and the 150-foot *Scintilla Maris*. Most have been private, but there are no great restrictions on charter. "We cruised from Iceland to St John's (capital of the Newfoundland and Labrador province) and then made our way down along the stunning coastline to Nova Scotia," Captain Feite-Jurre de Vries of *Scintilla Maris* says. "It was truly a memorable passage. We spent some time in Halifax, which was particularly special due to its rich maritime heritage."

Much like its namesake, Nova Scotia's serrated coastline is dramatic – twisting around bays to rugged headlands, often punctuated with lighthouses (187 to be exact). It is also long, stretching almost 370 miles

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from Bay Saint Lawrence near the Nova Scotia Highlands to Yarmouth on its south-western point. Small beaches are dotted around the peninsula, and thousands of quiet anchorages near quaint fishing villages and hiking trails weave across the peninsula.

Nova Scotia's seasons are more predictable than those of its ancestral twin, with mild summers and a comparatively modest 156 days of rainfall (Scotland sees around 260). While it may not rival the balmy climes or glamour of Saint-Tropez, add to this the peninsula's ever more diverse food and wine scene, and Nova Scotia takes on a whole new appeal for superyachts.

The region's cultural fabric extends beyond the familiar names scattered across the map, such as Inverness, Dunvegan and New Glasgow; European contact predates the 18th-century Scots. The Norse were the first to settle here around 1000CE, but the French planted deeper roots, founding the first permanent European settlement at Port Royal in 1605. These early settlers became known as Acadians – and in their eyes, no true Arcadia was complete without wine. Just six years after settling, they planted the region's first vines along the Bear River, quietly sowing the seeds of a viticultural legacy that would take centuries to come to fruition.

Justine Lalonde, a wine export navigator for Wine Growers of Nova Scotia, an association of the region's wine producers, calls it a renaissance. This New World wine region is home to 20 farm wineries that thrive on Nova Scotia's unique terroir, cool maritime climate and hybrid grape varieties like L'Acadie Blanc, Geisenheim and Vidal. The region's white (and only) appellation, Tidal Bay, has fresh, aromatic and crisp characteristics with a saline freshness and bright acidity.

The first vines in Nova Scotia can be traced back to the early 17th century when French settler Louis Hébert planted a vineyard along the Bear River on the north coast in 1611. But it wasn't until 1980 that the first commercial vintage was produced here. Today, Nova Scotia produces approximately 211,000 cases annually of red, white and rosé, with more than

There are thousands of quiet anchorages near quaint fishing villages and hiking trails that weave across the peninsula

Known for its lobster, Trout Point Lodge (above and right) is in a UNESCO Biosphere Reserve. Right, center: Halifax, 1917. Top right: Peggy's Cove. Left: the cove's famous lighthouse

PHOTOGRAPHY: JAN WALTER LUIGI ON UNSPLASH; GETTY IMAGES; JULIAN HABER

PHOTOGRAPHY: SHARISSA JOHNSON ON UNSPLASH; BETTMANN/ GETTY IMAGES; COURTESY OF TROUT POINT LODGE

Know before you go

Where is it? Nova Scotia is a peninsula in eastern Canada surrounded by the Atlantic Ocean and connected to the mainland by the narrow Isthmus of Chignecto. It lies north-east of the US and is part of Canada's Atlantic region, alongside New Brunswick, Prince Edward Island and Newfoundland and Labrador.

Best time to visit? June to September has the warmest weather, with highs up to 77°F.

Charter rules Visiting yachts will need to register and clear customs with Canada Border Services Agency (CBSA). It is advised that yachts over 500GT order pilotage via the Atlantic Pilotage Authority.

Contacts For cruising information, itineraries and registration, contact Superyacht East Coast, *superyachteastcoast.com*.

Chartering in Nova Scotia While yachts rarely cruise Nova Scotia, charters can be arranged with yachts cruising Canada and the US East Coast (relocation fees may apply).

>>

1,186 acres of vineyards and 62 grape varieties harvested on the peninsula.

Nova Scotia's traditional method sparkling wine is gaining traction from sommeliers around the world. "We're seeing an openness to our wine styles," Lalonde adds. "People are looking for fresher styles of wine, really seeking out cooler climate viticulture and new wine regions." She explains that Nova Scotia has a period from mid-August through to October with sunny, warm days and cool, crisp nights. The grapes can develop these ripe, rich and intense flavors, but still retain that fresh acidity unique to the appellation.

Nova Scotia's natural characteristics also offer a clear advantage for wine-loving yacht guests. Its long, finger-like shape means you're never far from one of the 20 wineries here.

Nova Scotia's long, finger-like shape means that you're never far away from one of the 20 wineries here

Most yachts will head to Halifax, the capital of Nova Scotia, where yachts up to 338 feet can moor at the Maritime Museum wharf. "[The Maritime Museum] offered a fantastic backdrop and a unique opportunity to connect with the local maritime history, a real highlight of our time there," de Vries says. The LaHave River Valley region is a few nautical miles west, where Lunenburg County Winery is, and what the Wine Growers of Nova Scotia slate as "three of the province's most beautiful beaches." The longest coastal stretch, however, is in the north-west in the Annapolis Valley, home to Domaine de Grand Pré.

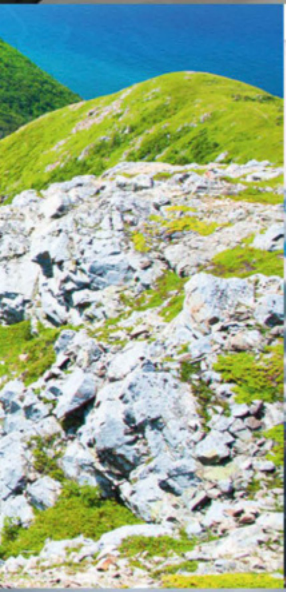
Tucked amid the rolling, vine-laced hills of the Annapolis Valley, Domaine de Grand Pré is the oldest winery farm in Nova Scotia and, after a short hiatus, was revived by the Swiss-born Stutz family in 2000. Vines stretch in neat rows among red maples, and there is a distinct saltiness in the air that comes from being just 1.2 miles from the water. After a morning walking around the estate to see the Vidal, L'Acadie Blanc and Seyval Blanc vines, the vineyard's restaurant, Le Caveau, awaits. Here, Chef Jason Lynch and his team offer a seasonal four-course tasting menu that celebrates classic Nova Scotia ingredients designed to complement the estate's wines.

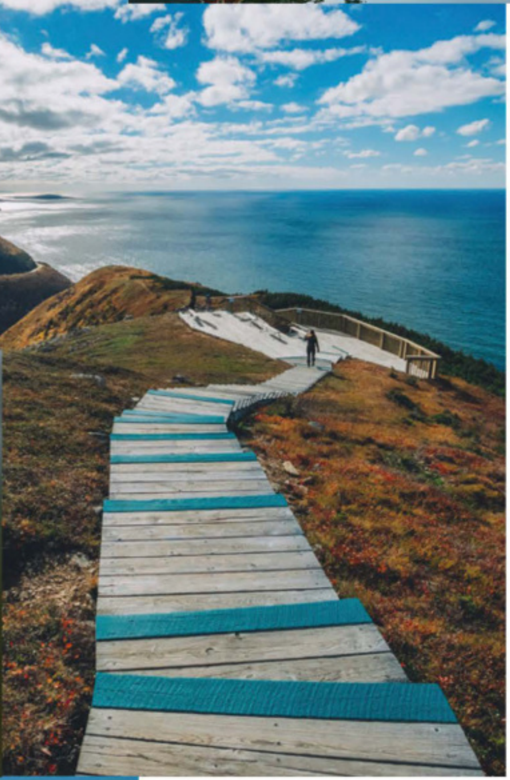
While its viticulture is gaining traction, Nova Scotia has long been recognized for lobster. A perfect accompaniment to the province's bright and fresh white wine (and light reds), its lobster is known for its abundance in sustainable fishing grounds and sweet, tender meat.

For a long time, eating Nova Scotia lobster here was a rustic affair – think lobster roll on a paper plate rather than Thermidor. But much like its wine, the province's food scene is undergoing something of a transformation, with a wave of fresh talent and bold flavors helping to elevate the culinary landscape. "Nova Scotia is booming with young chef entrepreneurs," chef Alain Bossé, Atlantic Canada's

PHOTOGRAPHY: MONIKA BORYS ON UNSPLASH; DESIGN AGENCY/STEPHEN HARRIS/DOUBLE SPACE PHOTO; JAMIE MORRISON ON UNSPLASH; ELYSE TURTON ON UNSPLASH; JAN WALTER LUIGI ON UNSPLASH; JAMIE ROBERTSON; COURTESY OF DOMAINE DE GRAND PRÉ

> “All the places that yachts will be going have some of the best restaurants near the water”





Top: Chef Malcolm Campbell of the newly opened restaurant Mystic. Left and below: Domaine de Grand Pré opened in 2000 on Atlantic Canada's oldest farm winery site. Opposite page, center: Trout Point Lodge's barrel sauna

culinary ambassador, says. “All the places that yachts will be going – Sydney, Halifax, Cape Breton Island – have some of the best restaurants near the water.”

The quiet towns of Barrington on Yarmouth and Acadian Shores are the best places to source lobster to enjoy back on board. Known for its lobster, the fine-dining establishment Trout Point Lodge is an hour's drive from the water in the UNESCO Southwest Nova Biosphere Reserve, but it is worth the journey.

But high-end dining can be found across Nova Scotia, including the restaurant Mystic, which opened in September 2024 on the waterfront in downtown Halifax. Helmed by Chef de Cuisine Malcolm Campbell and Executive Chef Bill Osborne, Mystic claims to “explore the abundant offerings of Nova Scotia's land and sea,” with two distinctive eight-course tasting menus, Fauna and Biota. Nova Scotia's famous lobster takes a starring role here, alongside halibut and local Acadian caviar, another prized commodity from the neighboring New Brunswick province. Other highly recommended spots include Cape Cliff Dining Room at Fox Harb'r Resort (you can tender to the private marina) and Panorama at Cabot Cape Breton.

Nova Scotia isn't the flashiest destination on the yachting circuit, but a few yachts are appearing here, and it is beginning to gain some pull. “EYOS has definitely seen an increased interest and more vessels coming to the Nova Scotia region,” Ben Lyons, CEO of the company that organizes yacht expeditions, says. “Those who visit can take advantage of the wilds of Labrador and some of the great history that surrounds the region.”

Nova Scotia might not boast the buzz of the Med or the sun-kissed ports of the Caribbean, but that's precisely the point. What it offers instead is something subtler: fog-wreathed cliffs and salt-sprayed vineyards. Nova Scotia still feels untamed and fresh, and while it's not the obvious route, those who visit by superyacht will undoubtedly find a destination worth toasting. ◻

CELEBRATED FRENCH PASTRY CHEF CÉDRIC GROLET IS TO OPEN ONE OF HIS RENOWNED PÂTISSERIES IN THE HÔTEL DE PARIS MONTE-CARLO. EXPECT ILLUSION CAKES MASQUERADING AS FRUIT AND FLOWERS. *MONTECARLOSBM.COM*

1

CANNES OPENER

The much-loved Deauville restaurant Ciro's has opened an outpost on Le Majestic hotel's private beach in Cannes. With nautical blue stripes on teak sunloungers, elegant cocktails and Ciro's signature bouillabaisse, the new restaurant is an exciting addition. Ciro's own tender can collect those visiting by superyacht. *hotelsbarriere.com*

A NEW FLAME

Trudon Cyrnos intermède scented candle and matches. ***$315 (candle); $30 (matches), trudon.com***

2

Leather pétanque boules by Vilebrequin x La Mariole. ***$145, vilebrequin.com***

notes

Côte d'Azur

SAINT-TROPEZ

To mark its first anniversary, Saint-Tropez's newest hotel, Arev, has expanded with the addition of 11 new rooms, bringing its total capacity to 35 keys. Adorned with vibrant colors and striking patterns, this retro hotel has established itself as a super-stylish retreat on the Côte d'Azur.
arevcollection.com

Tip-top Tropez

This season, the legendary terracotta-toned Hotel Byblos in Saint-Tropez welcomes back guests with the opening of Il Giardino, a new Italian restaurant, alongside the ever-popular Izakaya concept, Zuma. Additionally, Byblos has introduced a new rooftop Sky Bar, with tip-top views over Saint-Tropez. *byblos.com*

PHOTOGRAPHY: COURTESY OF HÔTELS BARRIÈRE LE MAJESTIC CANNES; COURTESY OF AREV ST. TROPEZ

LISBON

A KEY TO THE PAST

An unassuming cannery tucked away in Lisbon unlocks a portal into Portuguese history

In Lisbon's historic downtown district of Baixa, behind the jostling flow of Rua da Prata, sits an old shop hidden between modern cafés and tiled shopfronts. A small emblem, eaten away by a century of salty air, is painted directly onto the wall by the shop's entrance. As you step inside Conserveira de Lisboa, you'll find yourself immersed in a microcosm of Portuguese culture.

Dimly lit and with a subtle metallic scent, the shelves behind the counter reach to the ceiling, each crammed with tins of preserved fish. This unassuming store is a far cry from the fantastical canneries that first pop up on Google Maps in Lisbon, but Conserveira de Lisboa is the oldest cannery still in operation in the city and holds great significance for its heritage.

TRICANA
SARDINHAS COM PIMENTA

Tricana sardines, as served in Conserveira de Lisboa

For clients, sales clerks wrap the tins with their hand-written labels in brown paper and string. English speakers will need to employ their best Portuguese as this is not a tourist spot (though tourists are welcome).

The Napoleonic wars gave rise to ways of preserving fish to feed soldiers during campaigns (salting, sterilizing or vacuum-sealing them) and by the mid-19th century, Portugal adapted these methods for commercial use. Canned fish became a major industry in Portugal in the early 20th century during the period of economic uncertainty under the Estado Novo authoritarian regime, marked by political instability and under-industrialization. Self-sufficiency, particularly in agriculture and fishing, became national priorities.

The first Portuguese cannery opened in 1853 in Vila Real de Santo António, near the Algarve, but it was along the Atlantic coast in Setúbal, Matosinhos, and later in Lisbon, that the industry flourished. By the early 20th century, more than 400 canneries opened along the coastline, employing thousands of locals – women in particular – and becoming a vital income source for coastal communities.

Once an affordable protein source, canned sardines are now celebrated as a local delicacy. Today, visitors can head to Sol e Pesca, a former fishing tackle shop-turned-bar in the Lisbon neighborhood of Cais do Sodré, where canned fish is the star of the menu. Sit beneath a ceiling strung with old fishing rods beside shelves packed with yet more canned fish and choose from a menu of variously spiced sardines, Bulhão Pato-style (garlic) razor clams and tuna with parsley. The tins are opened at your table and placed on rustic platters with crusty bread and tomatoes.

Alternatively, take it back to your yacht and eat your fish as generations before have – straight from the tin with crusty bread. Light Portuguese lager, such as Sagres, makes the perfect casual accompaniment.

However you eat them, Lisbon remains the ultimate destination to savor these small treasures that are unlocked, satisfyingly and fittingly, with a key.

> *The tins are opened at your table and placed on rustic platters with crusty bread and tomatoes*

SPA

HILLSIDE BEACH CLUB, FETHIYE, TURKEY

Where is it?

Tucked between pine forests and the turquoise waters of the Aegean, the Hillside Beach Club is a sun-drenched retreat just a short cruise from Fethiye. While families are welcome, two beaches are reserved for adults — Serenity Beach, accessible only by boat or forest trail, and Silent Beach, home to the hotel's Sanda Nature Spa.

Why the hype?

Forget white walls and clinical calm — this is spa therapy immersed in nature. Cabanas are hidden among the trees, connected by winding paths and shaded by pine canopies. The soundtrack? A symphony of birdsong and lapping waves. Treatments at Sanda draw on Balinese traditions.

What to have

The signature Hillside Balinese Massage, in a secluded open-air treatment hut, is a must. Using a warm oil blend infused with ginger and lemongrass, your therapist's flowing strokes release tension and restore equilibrium. Cap things off with a traditional Turkish bath, a soul-soothing ritual of steam, exfoliation and a warm, soapy massage performed in a marble hammam.

Best by boat

Many yachts moor stern-to the rocks off Silent Beach, around the corner from Hillside's horseshoe-shaped main beach. A tender will whisk you to the resort's jetty; from there, it's a short walk or buggy ride to the spa. *hillsidebeachclub.com*

PHOTOGRAPHY: COURTESY OF CONSERVEIRA DE LISBOA; COURTESY OF HILLSIDE BEACH CLUB

Dalmatian desirables

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BADEL
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1862

Croatian tennis pro Donna Vekić's line of Croatian beeswax-scented candles are poured in Murano glass. *Champagne & Strawberry scented candle, €135, dnna.eu*

Crafted by the nuns of the Benedictine monastery of Hvar, this delicate handwoven lace is made from agave fibres. Available to purchase in cash only. *vitabenedicta.com*

This Zlatan Otok Plavac Grand Cru is a rich and well-structured red wine. *€50 (2018 vintage), zlatanotok.hr*

We love these Free Form Coral Space Earrings. *€770, clarastones.com*

Crafted from a blend of aromatic herbs such as sage, lemon balm, anise and lavender, traditional local brandy Badel Travarica boasts a rich, herbal character. *€12, badel1862.hr*

This tangy and intense sheep cheese can be found at the cheese shop and deli, Gligora in Split Old Town. *Sir iz Mišine, €13.24 for a wheel, gligora.com*

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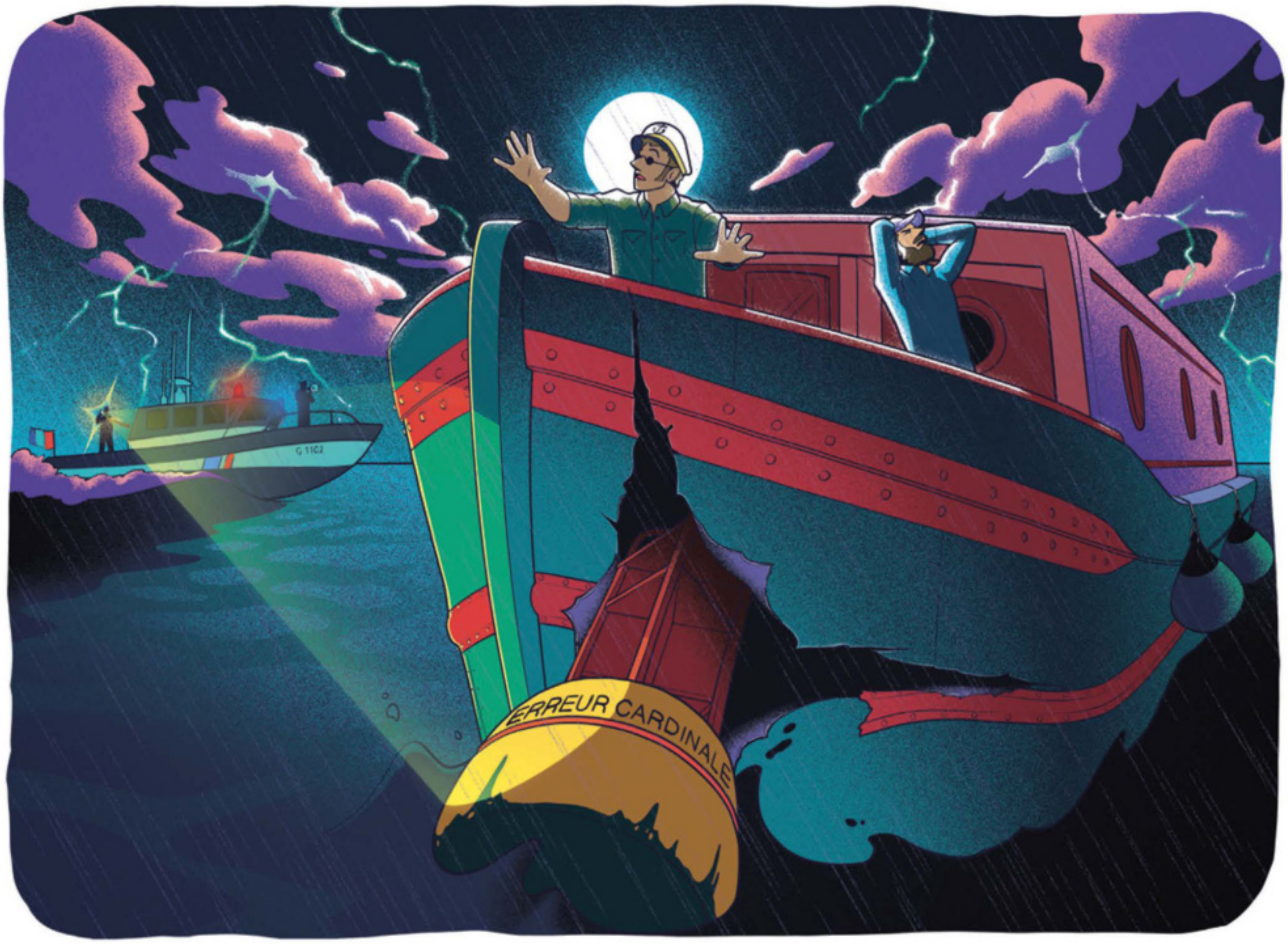

"The boat lurched, water rushed in and any hope of reaching Paris in style vanished"

It was summer 2012. London was buzzing with Olympic fever, and I was about to embark on a dream trip – taking my newly renovated 112-foot, 121-ton Belgian barge from London to Paris. The plan? Glide down the Thames, cross the English Channel and dock in front of the Musée d'Orsay, where my children, aged 11 and 13, would be waiting.

The morning I left, the weather was perfect – zero on the Beaufort scale, dead calm. The first 24 hours was smooth sailing.

Then, chaos. Mid-channel, the weather kicked up to Beaufort 4. Not deadly, but enough to turn my relaxing cruise into a wrestling match with the sea. The real problem, though, wasn't the wind. It was my skipper's night vision – or rather, his complete lack of it.

As darkness fell, so did our sense of direction. And then... BANG. We hit a buoy.

We didn't just graze or brush it – we hit it hard. The boat lurched, water rushed in and any hope of reaching Paris in style vanished. By the time we limped into Honfleur, my barge had taken on almost 8,000 gallons of water. Enter the French Coast Guard, who were about as sympathetic as a parking warden on a power trip. They clamped my boat, declared it unseaworthy and ordered me to tow it to Rouen – behind a World War Two-era tug.

Meanwhile, my kids were waiting for me. I hoped to smooth things over with my best reassuring "Dad's got this" face.

"Daddy! Where's the boat?"

"Uh... slight problem."

After explaining that their floating holiday home had been detained by the French authorities, I headed back to Rouen, where a team patched the hull.

But the Coast Guard wasn't done. They refused to let me sail back alone. Instead, I had to tow the boat up the Seine, cross the Channel and get a full dry-dock refit in Southampton. And the best part? My insurance covered none of it. I took the hit, paid for the refurb and brought her back to Cadogan Pier in London, where she's been ever since. Despite it all, she's the best boat on the Thames – battle-tested, full of character and still my home.

And next time I cross the Channel? I'm double-checking the skipper's eyesight first. □

AS TOLD TO *Charlotte Hogarth-Jones by Craig Cohon.* ***ILLUSTRATION*** *by Dr. COLOD.*
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